

TESTED

Volkswagen Polo Hatchback, LG Magna, Ford Escape SE 4x2 EcoBoost, Fujifilm XP80, ASUS ROG GR8, Newton Fate, Mitsubishi Strada 4x4 GLS V

TECHNOLOGY FOR THE
FAST-PACED LIFESTYLE

Speed

AUGUST 2015
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EDSA traffic solutions
and other urban
planning dreams

Rhian Ramos

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AUGUST 2015

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**COMING SOON IN THE PHILIPPINES
AUGUST 2015**

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OWN THE ROAD WITH A NEW SUZUKI BIKE
POWERFUL BOLD AGGRESSIVE



BRACE FOR AN
EXX HILARATING RIDE

AUGUST 2015

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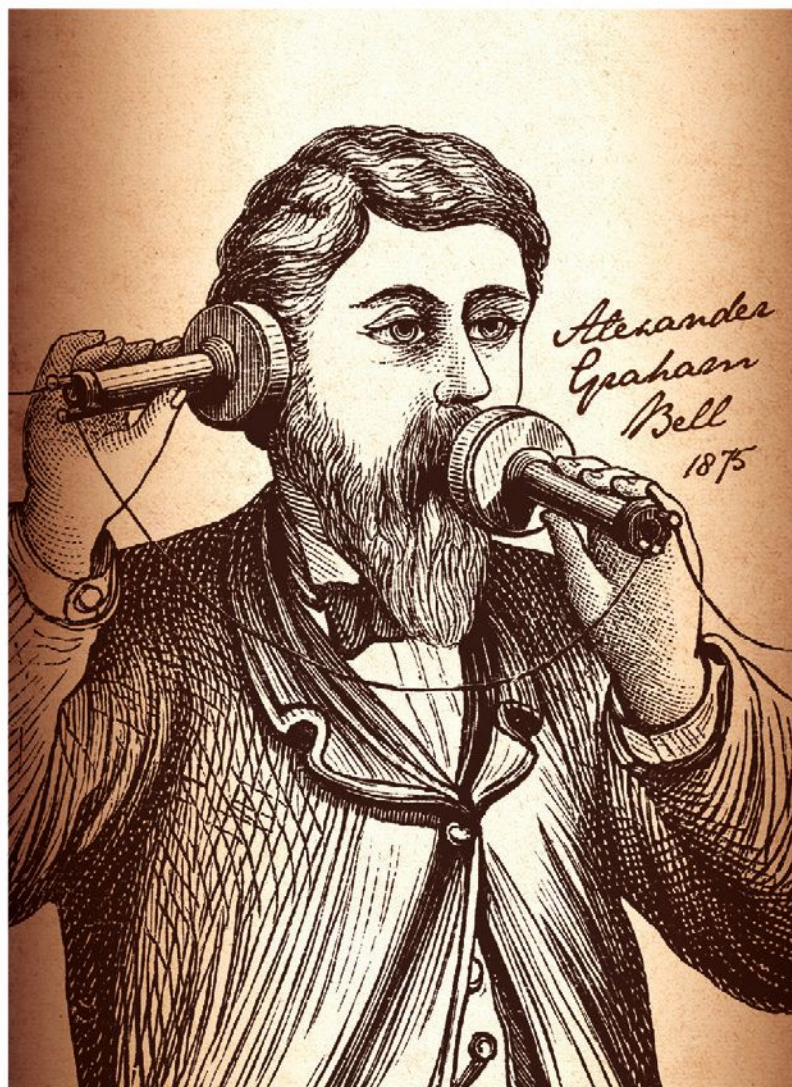
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ON THE COVER



On the Cover Rhian Ramos
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Styling Kat Cruz
Makeup Paolo Maranan
Hair Jaime Sy



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BUCKLE UP AND DRIVE

Before the 1960s, car seats were less about children's safety and more about keeping them in one place and preventing them from jumping out of the car window.

and I were "strapped" to the backseat of our car (we weren't). Good thing our parents raised well-behaved kids who didn't jump around, or sat on the center console, or even slept on the floor of the car.



It wasn't until 1962 that an American and a Briton, unbeknownst to each other, designed their own versions of child safety seats. Car manufacturers soon followed suit, with Ford's Tot-Guard and General Motors' Loveseat for toddlers and infants. And yet, even as a child born in the early '80s, I have distinct memories of how my siblings

It's a bit mind-boggling to think that just a few decades ago, children went without any sort of car restraint system at all. These days, car seats are an important part of parenting culture. Before buying one for our son, we had to do extensive research on child seat options. It's expensive talk, but it pays to not skimp on the safety of your offspring.

Just recently, Volvo unveiled its Excellence Child Seat Concept, which replaces the front passenger seat with a rear-facing, swiveling baby seat. No word if or when the concept will make its way into Volvo vehicles, but even then it's already getting both praises and criticisms about the safety of the design.

This just goes to show that today's car buyers care more than just about speed and power. These days, priority is given to safety technologies. The even better news? These features are trickling down to more vehicle models. Ever heard of lane-departure warning systems, adaptive cruise control, radar-guided automatic braking, blind-spot monitoring, adaptive headlights, and collision prevention systems? The idea behind these in-vehicle safety technologies is to reduce the number of car accidents and save lives in the process.

Still, whether your car is a geek's dream machine or an old model that has only the basic three-point seatbelt, responsible, defensive driving remains to be the best safety measure of all. So, buckle up, drive safely, and enjoy the ride.

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Speed
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Contributors



Martin A. Cuyegkeng is a tourist by profession—exploring places, experiencing cuisines, discovering technology, and appreciating design. When not out learning about the world, he can be found writing for advertising and contributing for magazines. Martin plans to use what he's learned in the School of Life to travel more and see more of what the world has to offer.



A creature rarely seen in populated areas, **Erik Paolo Escueta** can be difficult to locate and capture. He possesses vast knowledge of videogames, anime, comics, and seemingly anything related to popular culture. If given a videogame console, Erik can evolve into his mega evolution form where his geek level surpasses normal levels. He is also easily swayed by grilled chicken sandwiches, cheese pizzas, and cinnamon buns.



Growing up in the '80s was not easy, especially with the rise of matchboxes and pony cars. Wanting to be an F1 racer, the young **Kris C. Lim** would use their food cover in the kitchen as a steering wheel and his mom's hairspray as a stick shift. Today, he covers anything with wheels and is a motoring reporter for the *Business Mirror*. A confessed car freak and road safety advocate, Kris admits to being crazy about vintage cars (this gearhead hopes to own a Shelby GT350SR and the legendary 1975 Ferrari 312T).



Photographer **Roy Macam**'s works have been featured in numerous publications in the country. He has collaborated with fashion brands and top publications, including *Speed*. Follow @roymacam on Twitter or Instagram, where he takes portraits of celebrities, models, and friends wearing his glasses, creating a Terry Richardson-esque picture series.



Ron Cruz is a freelance everything, and is currently debating whether that is a good or a bad thing. With his substantial amount of free time, he likes to geek it up and play board, card, and online games, sometimes all at once. He enjoys eating pizza and looking at photos of cats on the internet.

D5500



At the heart of the image

The latest Nikon D5500, made for the visual generation

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smartphone

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With millions of images shared daily on visually driven social platforms, everyday photographers are constantly searching for ways to capture and stand-out images, and hone their craft. The Nikon D5500 with its 24.2 megapixels, EXPEED 4 image-processing engine and wide ISO range, gets photographers to capture life in its full glory, in true vibrant colours as you see them. From intuitive handling for optimised usability to experimentation with shooting angles, it is a DSLR designed to immerse and excite, fuelling creative expression with a suite of special effects modes and retouch options.



Inbox

More than just cars

Good day!

I came across the June 2015 issue of *Speed* in a local cafe, and I have to commend your team for producing an awesome magazine. Early on, I thought that *Speed* was focused on automobiles (as the name suggests)—not that I would complain. But your magazine showed that is much more than that.

You deliver a diversified approach to technology by covering all the latest news, information, and innovations for your readers. I particularly enjoyed reading the reviews on the latest or hottest app, weatherproof cameras, and tips on travel photography. Last but not the least, I am grateful that I learned about the PopSlide app through your magazine. Keep up the good work!

Albert Vinzon



Hi, Albert!

Thank you for your kind words! Yes, *Speed* is definitely more than just about automobiles. Gadgets, sports equipment, tech news, high-tech fashion, and anything that interests geeks can be found in our pages. Ever heard of Under Armour? It's an American company that manufactures innovative and high-tech sports apparel, shoes, and accessories. And because we're so happy to hear from you, we're giving you Under Armour apparel including **Men's UA HeatGear Armour Long Sleeve Compression Shirt** (P2,195), **Men's Under Armour Alter Ego Short Sleeve Compression Shirt** (P2,995), and **Men's UA Original Series Printed Boxerjock** (P1,395). Come pay us a visit so you can claim these gifts.

Super impressed

Hello from Stilts Calatagan Beach Resort!

For the first time, I read a copy of your May 2015 [issue], which one of our guests left in her cottage. What a lot of interesting, new information you have in it! It's actually perfect for guests at our resort (stiltscalataganbeachresort.net). We've got a rack in our front desk area, and guests borrow magazines from it all the time.

Gosh, you guys put so much time and effort into research, whether it be on coffee shops, watches, or gadgets, etc! Congratulations!

I was really super impressed as I read through the pages! So much better than many of these mindless magazines that leave you with nothing new to take away because there is no new information!

Keep up the good work!

Vicky SyCip Herrera
Owner of Stilts

Dear Ms. Vicky SyCip Herrera,

We're very delighted to receive your email, and we're especially pleased to read your kind words about *Speed*. Thank you very much for telling us how much you enjoyed reading the magazine. Such words of encouragement validate the hard work we put in every month and push us to keep moving forward. Again, thank you very much!



We want to hear from you!

Send in your thoughts and comments about *Speed* by dropping us a line or two at editorial@speed-mag.com.



Speed feed



@sampinto_ : Oh hello, July! *Speed* magazine cover is out! Grab a copy to find out the siren's call!

@wellchryz: so cool

@theramdomstuff: Congrats, *Speed*, for the new look. Finally you went high fashion with your covers! Great job!

@isabelmarzo: Oh my god wow this is my favorite cover of yours to date. Whoa. Like, wow. I love it. You so gorgeous here @sampinto_. You got me on #fanmode. Congrats!!!!

@wllowee: Your best sexy look yet! :D



Ricky Portillo: Awesome cover

Viser Gervacio: nice cover

Eksena Prod: Nice cover, *Speed*!



Trending

TECH FRONTIERS



Unlimited **WIRELESS CHARGING**

Words **ANTONIO JOSE GALAURAN**

WANT UNLIMITED BATTERY? TURN TO YOUR WI-FI CONNECTION.

Wireless connectivity has been known to drain your mobile phone's juice, and so researchers from the University of Washington sought and developed a new system that can recharge batteries right within a Wi-Fi system.

Using a router, which serves as an access point that pairs with custom-built sensors, you can now charge batteries up to 28 feet away. The sensors harvest the radio frequency (RF) power and convert it into DC power. This turns your router into an instant charger!

Don't worry about experiencing slower Wi-Fi connection. The researchers claim this process won't interfere with your internet speed because the technology splits the Wi-Fi channels into three non-overlapping sections, contrary to using up a whole channel. At least six homes in Seattle, Oregon, are already using this system.

Before you end up throwing away your mobile device's charging cables, know that charging a phone may still require too much energy beyond the system's current capability. So far, the device has successfully charged temperature sensors, a small camera, and rechargeable batteries.



The blimp GETS BIGGER

LIKE THE PHOENIX RISING FROM THE ASHES OF THE 1937 HINDENBURG DISASTER, THE AIRSHIP GETS A SECOND CHANCE TO FLY, THIS TIME AS THE WORLD'S BIGGEST AIRCRAFT TO DATE.

and up to two weeks when flying on automatic. It's also surprisingly lightweight for its size, soaring up to 20,000 feet and moving at 145kph at cruising speed.

What makes the Airlander 10 hyper-efficient is the absence of a standard framework, which may add significant weight to the structure. Instead, the aircraft holds its shape thanks to its Vectran-made body, plus stabilized pressure of helium inside the hull. Vectran is claimed to be 10 times stronger than aluminum and consists of a high-performance multifilament yarn spun from liquid crystal polymer. It's also reinforced with carbon composites to help keep it sturdy yet aerodynamic.

According to its UK-based creator Hybrid Air Vehicles (HAV), the Airlander 10 can transport up to 10 tons for 1,500 miles, and can be used both for military and commercial purposes. It only uses a fifth of the fuel standard airplanes use, making it a lower-cost air travel alternative.

At 300 feet in length and 1,340,000 cubic feet in volume, the massive Airlander 10 is 25 percent bigger than a Boeing 747. It can stay airborne for up to five days when manned,

FLIKE ON fleeK

INDIVIDUALIZED AIR TRAVEL HAS LONG BEEN A DREAM OF MANY, AND JOINING THE RANKS OF HOVERBOARDS AND JETPACKS IS THE FIRST ELECTRIC FLYING TRICYCLE. YEP, JUST LIKE IN *STAR WARS*.

Lovingly named Flike, this flying trike is more of a hovering tripod, described as a "coaxial, Y6-layout tricopter," since it has six rotors evenly grouped and distributed around the circular pilot's seat. From there, the pilot can control each of the rotors' speed to make the craft hover, drift, spin, roll, and perform other functions that a helicopter does. It was developed last year by engineers and flight enthusiasts working for Hungarian non-profit Bay Zoltan, and took a total of nine months to create a flying prototype.

The Flike runs on lithium-polymer batteries and produces zero emission. It can also cruise for 30 minutes or hover for 15 minutes. Driving it is said to be just as easy as riding a bike, so if it gets past the prototype phase, you can channel your inner Jedi hovering through the countryside.



SNAP 'N' SNIFF



 Daniele Querica, Rossano Schifanella, Luca Maria Aiello, and Kate McLean

WANT TO REMEMBER HOW YOUR LAST TRIP TO EUROPE SMELLED LIKE? ENTER THE SMELFIE: PHOTO TAGS THAT DESCRIBE A CITY'S OLFACTORY PALETTE.

Daniele Querica and her team at the University of Cambridge developed a system of collecting aroma-based data taken from several areas across cities and towns—from sewers to streets, to marketplaces, parks, and restaurants. This system automatically generates online maps based on the places' unique scent combinations, so you can choose which places you'd like to take a whiff of, hence the name 'smellfie.'

With the help of artist and designer Kate McLean, Querica created a smell dictionary that lists 285 smells garnered from the city, which include garbage

umps, manholes, zoos, and park benches. These, combined with thousands of geo-referenced tags and tweets, are used to create the city's smellscape.

So when you post geotagged photos of smell-mapped places like Barcelona and London on Instagram, Twitter, or Flickr, you'll be able to identify hot spots by their respective concentration of aromas. This is especially useful for would-be travelers, and helpful to urban planners for managing pollution and air quality.

The team will also launch Smelly Maps soon to help future visitors plan their smellscapade.

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Google (I/O)vation

GOOGLE UNVEILED ITS LATEST SET OF PROJECTS AT THE GOOGLE I/O 2015 DEVELOPER CONFERENCE, AIMING TO PUSH INNOVATION AND OPTIMIZE HUMAN INTERACTION WITH MACHINES. Here joining Google's array of budding, revolutionary projects are Project Vault, Project Soli, Project Abacus, and Project Jacquard.

MICROSD-SIZE PC: PROJECT VAULT

Headlining the pack is Google's mini-machine, Project Vault. Believe it or not, this microSD-sized device is a fully functioning computer.

Project Vault is specially designed by Google for security purposes, particularly for large industries. Its main use: to authenticate users without asking for passwords.

The Vault's security feature uses a 'trust score' to verify users based on typing pattern and activity, among others. By encrypting data, it prevents third-party interception of your files and messages. Google claims this technology is 10 times more secure than using a password.



THE FORCE BE WITH YOU: PROJECT SOLI

Remember how Master Yoda and Darth Vader raised objects with mere hand gestures? Google's Project Soli grants you the same "force."

But instead of making objects float in mid-air, Project Soli allows you to command your smartwatch and other wearables by simply moving your arms.

The Soli is a tiny wearable that you can implant to a smartwatch, which acts as a radar that detects your body movement to create custom commands. Your hand movement becomes your instant UI!

NOT YOUR ORDINARY SMARTLOCK: PROJECT ABACUS

Project Abacus is a new technology that plans to replace single-authentication methods such as fingerprint scanners and passwords. Instead, the technology will detect usage and manner of interaction with the device. Factored in are typing patterns, movement, app usage, and biometric authentication via voice and face. Combining all these, Google hopes to prevent intrusion of privacy through a streamlined authentication system.



SMART DRESSING: PROJECT JACQUARD

Imagine turning your clothes into an instant mousepad, keyboard, drawing pad, or controller. Project Jacquard dreams this for the future.

By infusing computers into materials and wearables, Project Jacquard wants to turn your body and clothes into interactive surfaces that can connect with your computer or smartphone.

You can now make digital commands through body movement; information is transmitted to your device via Wi-Fi connection. Google harnessed this technology by engineering conductive yarns to create a smart fabric.

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Origami-bots ROLL OUT!



Fresh from MIT's conveyor belt of wonders is something so small that you can actually lose it in your wallet: a miniature origami robot. Made of a neodymium magnet and laser-cut polystyrene or paper, this little transformer folds by itself and scuttles around when placed on a heating element.

From swimming in shallow water to carrying load twice its own weight, this little ori-bot is designed in such a way that it dissolves in acetone. More things are needed to be worked on, such as multi-stage folding

processes and magnetic driver integration, but it's good to see a glimpse of this teeny tiny self-folding robot, which researchers hope could have a variety of medical uses when introduced inside a human body.



RIDE UNLOCKED

NO NEED TO GO THROUGH THE HASSLE OF UNLOCKING YOUR BIKE AFTER A TOUGH, LONG DAY. With the smart bike lock called Linka, you can now have a bike lock that automatically detects whenever you're in Bluetooth range, and automatically unlocks your bike so you can ride off right away.

Linka locks to your bike's frame and has a 9mm-thick steel ring that stops your bike's wheels from spinning. It also features a 100db alarm should someone try to run off with your bike. You can also choose to receive notifications regarding your bike lock's latest status via the companion app.

Tour de Drone

YOU MIGHT SOON BE ABLE TO CHECK OUT TOURIST DESTINATIONS AND ATTRACTIONS FROM THE COMFORTS OF YOUR OWN HOME. Dr. Helmut Hlavacs of the University of Vienna has developed a drone system that allows you to do just that.

Simply wear a pair of virtual reality (VR) goggles and control the drone by moving your head. The drone has cameras pointed in all directions, feeding images depending on how you move your head.

So far, Hlavacs has only tested his drone tourism system locally. He plans to make the software work over long distances.

Although this new viable form of tourism sounds exciting—especially for people who can't afford to travel and people with disabilities—it's still in the works, and Hlavacs and his team still need to address some safety and moral issues before drone tourism kicks off.

FACE VALUE

SHOW YOUR FACE, GET SOME CASH!

We're not talking about some promo scam, folks. In case you haven't heard, China has unveiled an ATM with facial recognition technology. With this feature, China hopes to reduce crime and money swindling perpetuated by password theft.

Developed by Tsinghua University in Beijing, in partnership with Hangzhou-based security company Tzekwan Technology, the cash machine has passed government certification and will soon be available on the market.

The ATM works by mapping facial data and matching it against an ID database. According to its developers, the ATM can identify individuals even if facial features have changed.

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Get more value with a feature packed machine, designed to add greater efficiency, flexibility and convenience. Count on Brother's new range of affordable monochrome laser printer and Multi-Function Centre series to meet your needs.



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Wireless Network-Ready
Monochrome Laser Multi-Function Centre
with Duplex Printing

SRP: **P12,950.00**





PERSONAL BREATH SYSTEM

can help you get out of a burning building

IN THE U.S. ALONE, ABOUT SEVEN PEOPLE DIE EVERY DAY FROM HOME FIRES, AND NEARLY 80 PERCENT OF FATALITIES ARE DUE NOT TO FIRES, BUT TO SMOKE. So while a smoke detector may alert you in the event of a fire, it won't be enough to get you out of a burning building.

Enter Saver, a personal smoke filter, flashlight, and alarm by Toronto-based startup Safety iQ, designed to protect you from smoke and other toxic gases, giving you time to escape during a fire.

The personal home safety device buys you about five minutes without having to inhale harmful gas. Its triple filter system removes smoke and dust, carbon monoxide, second-hand smoke, and toxic fumes. Because it's portable, you can have it handy anywhere beside you, and when needed, you can simply remove the flashlight and alarm module to use the filtration unit, which has a nose clip and a mouthpiece to breathe through. The 3-LED flashlight can help you see through the smoke, while the alarm can help rescuers easily locate you.

The power of thought

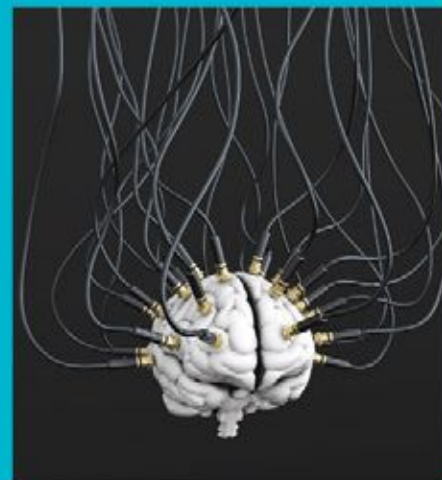
WHO NEEDS A REMOTE CONTROL WHEN YOU CAN USE YOUR BRAIN TO TURN ON THE TV?

Scientists are currently decoding the most powerful tool in existence to explore the possibility of working devices without lifting a finger. By placing a neuro-prosthetic device in a region of the brain where intentions are made, researchers at California Institute of Technology were able to make a paralyzed man control his robot arm by simply by thinking about it.

Paralyzed from the neck down, Erik Sorto is now able to move a prosthetic arm with unprecedented fluidity, using recorded activity in his posterior parietal cortex, that part of the brain used to plan movements.

"These developments give us a glimpse of an exciting future where devices will understand our intentions

as a means of adapting to our plans," says Pedro Lopes, one of the scientists from the human-computer interaction lab at Hasso Plattner Institute in Potsdam, Germany.



www.123rf.com/profile_vasabii



Dr. Angus Gentle holding a piece of the special material.

SELF-COOLING ROOF

THERE'S NO ESCAPING THE HEAT IN THE PHILIPPINES. EVEN UNDER THE ROOF, YOU CAN FEEL IT BURN. BUT A TEAM FROM UNIVERSITY OF TECHNOLOGY, SYDNEY (UTS) MIGHT JUST GIVE US THE RELIEF THAT WE SO BADLY NEED.

Dr. Angus Gentle and Professor Geoff Smith have developed a roofing material that can keep roofs cooler than the surrounding air, letting you save on energy cost while keeping you cool.

Called a coated polymer stack, the new roofing material is made of commercially available polyesters and a silver layer. Both materials can help diminish the heating of roofs that can rise in temperature to as much as 12°C. It absorbs only about three percent of sunlight, all while radiating heat at infrared wavelengths. The coated polymer stack has been tested and has stayed 11 degrees cooler than a high-tech white roof.



SHAPE-SHIFTING CITY CAR

EO 2

Words ERIK PAOLO ESCUETA

IN THE METRO, IT'S NOT AN UNDERSTATEMENT TO SAY THAT FINDING DECENT PARKING CAN GET DIFFICULT, ESPECIALLY WHEN HITTING THE COMMERCIAL DISTRICTS ON A BUSTLING WEEKEND. And even when you do find a spot, chances are it's a tight squeeze thanks to either a burly SUV or a lengthy multi-seater taking up most of the physical space between slots.



Enter the EO Smart Connecting Car 2, an automobile that can reduce its own physical size on demand to accommodate even the sparsest of parking slots.

The second iteration of the EO smart car from the German DFKI Robotics Innovation Center, the EO 2 utilizes clever engineering and smart software to allow its wheels to rotate at virtually any angle, making parallel parking and even U-turning simple and effortless. You can even turn 360 degrees on the same spot without exiting your physical coverage. The same tech lets the EO 2 adjust its cabin angle and elevation to effectively reduce its length by as much as 31 inches, which is even more impressive given that this smart car already has a small footprint. The EO 2 can hit speeds of 65kph for as far as 50 to 70 kilometers on a single battery charge.

The EO 2 is but a part of DFKI's Electric Mobility research, where they test concepts for electric vehicles and battery charging technologies that are environmentally sound and intelligent enough to handle the developing urban landscape. DFKI aims to build a foundation for new business models and traffic concepts that would cater specifically to city roads and layouts, based on the data collected from the EO 2 and the rest of their E-Mobility fleet of concept vehicles.

Fuel-free graphene-made SPACECRAFT



GRAPHENE IS INDEED A WONDER MATERIAL. ASIDE FROM BEING STRONGER THAN DIAMOND AND 20 TIMES STRONGER THAN STEEL BY WEIGHT, IT IS ALSO A MILLION TIMES THINNER THAN PAPER AND IS A HIGHLY EFFICIENT CONDUCTOR OF HEAT AND ELECTRICITY.

Because of its great potential, a team led by professor Youngsheng Chen at China's Nankai University studied the material and has found a way to use it as a source of power for propelling space shuttles.

Chen and his team found that a graphene sponge—fused, crumpled sheets of graphene oxide—can absorb laser light energy and build up electron charges that can be released to generate propulsion force. By their estimates, this direct light propulsion rivals the strength of current solar sail technology, with the bigger benefit for light spacecraft that makes use of this material to generate lift-off without the need for fuel.

But while the idea is certainly beneficial, it needs further testing as the energy transfer from the electrons needs to be controlled; otherwise, the graphene sponge could suffer damage from the positive electron charge build-up itself.



XploR cane LETS THE BLIND SEE

CANES FOR THE BLIND ARE OFTEN DESIGNED FOR CHECKING IF THERE ARE ANY OBJECTS IN FRONT OF THE CANE-WIELDER SO THAT HE MAY STOP OR EVADE APPROPRIATELY. The thing is, they're great when checking for static objects, but not as much against incoming and moving ones—particularly people.

recognition software that cross-references an internal photo database and online services with facial captures up to 10 meters away. If it detects a match, the XploR feeds the name and location to the user via a Bluetooth-connected bone-conduction earpiece.

Another feature of the XploR includes using the GPS for signaling turn directions and alerting the user of oncoming obstacles—no more cane-tapping every couple of feet.

The team hopes to add more features in the future to augment the XploR's focus on keeping blind navigators socially connected to their friends and family wherever they may be.

Birmingham City University ICT students Waheed Rafiq, Steve Adigbo, and Richard Howlett have a solution: XploR, a smart cane capable of being the ultimate mobile accessibility tool for the vision-impaired.

The XploR cane utilizes an embedded 270-degree lens camera and GPS with facial

ANTI-COUNTERFEIT synthetic polymers

BARCODES ARE SO PASSÉ. IF YOU WANT TO CREATE UNIQUE IDENTIFICATION TAGS THAT CANNOT BE FORGED OR REVERSE-ENGINEERED, THEN YOU SHOULD GO FOR MOLECULAR BARCODING.

This burgeoning field allows manufacturers to imprint their original goods with their custom DNA tag (the barcode can be in the form of a spray solution or even a hardcoded chip) that can be identified when analyzed using specialized equipment. Naturally, counterfeit goods would either have a different DNA tag or none at all, making molecular barcodes a highly effective anti-counterfeiting tool.

The problem, however, is that molecular barcodes aren't easy to create, as DNA strands are grown and encoded in specialized equipment.

French scientists from Institut Charles Sadron and Aix-Marseille Université may have found a potentially simpler alternative in barcodes built with synthetic polymers instead of DNA. Due to their simpler construction, synthetic polymers can make use of standard lab equipment and are easier to construct than DNA strands. However, for this to take off, security integrity has to be tested against the solid foundation of DNA barcodes.



Words ERIK PAOLO ESCUETA

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- Android 4.4 OS
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POWER OF **Vortex**

Words JOHN SOSMEÑA

WHO SAYS ONLY GIANT PINWHEELS CAN HARNESS WIND ENERGY?

Through some physics manipulation, Spanish startup Vortex Bladeless has developed wind turbines that can generate electricity without the help of giant airfoils.

The Vortex is a bladeless wind turbine that uses the natural aerodynamic effect most architects and designers fear for their structures: vorticity. This air rotation is the core feature of the Vortex, allowing the tube-like turbine to harness wind power. When wind blows past the Vortex, whirlwinds are created, causing the turbine to oscillate. This kinetic energy is then used to power an alternator and converts the motion into usable electricity.

Vortex Bladeless' founders David Suriol, David Yanez, and Raul Martin saw the potential in harnessing the dangerous kind of wind.

"Why don't we try to use this energy, not avoid it," said Suriol. Vortex Bladeless has already raised \$1 million from private capital and government funding in Spain, and recently started a crowdfunding campaign on Indiegogo. They hope to gain more support in the United States.

The prototype of the Vortex bladeless turbines are fashioned out of composites of fiberglass and carbon fiber, and equipped with two rings of repelling magnets at the base, which act as a non-electrical motor.

The 41-foot tall Vortex Mini is said to be able to capture around 40 percent of the wind's power. While field tests show that the Mini can capture 30 percent less than conventional wind turbines, the company boasts that the Vortex is cheaper to manufacture and maintain than their bigger, less bird-friendly counterparts.

WEAR AND CHARGE

POWER BANKS MAY BECOME A THING OF THE PAST IF QINGWEN LI'S NEW PROJECT BECOMES A SUCCESS.

Together with his colleagues, Li of the Chinese Academy of Sciences in Suzhou are working on a new type of solar cell made of a mineral called perovskite. Flat sheets made with this material can convert 20 percent of the energy in sunlight into electricity. Not big, yes, but then consider the fact that these flat sheets are 400 times thinner than the conventional silicon cells.

To make these solar cells weavable, Li and his team coated carbon nanotubes in several layers of material. Once they become "threads" and woven into cloth, the fiber is able to convert up to 3 percent of the sunlight hitting it into electricity. While it isn't much, especially when compared with what the flat sheets can offer, Li says there's room for improvement.

The promise of being able to wear your chargers is still a long way down the road, however, as these perovskite-infused clothes still have to undergo more tests, especially dealing with natural conditions such as the weather and body moisture like sweat.



And then there was LIGHT

WHILE OUR PHONES TODAY CAN DO ALMOST ANYTHING, TWO DESIGNERS ARE ATTEMPTING TO BRING BACK THE BASICS: a phone that does nothing but make and answer calls. No games, no browser, no distraction.

Joe Hollier and Kaiwei Tang got together at Google's 30 Weeks business incubator in New York and thought of producing a 4mm-thick, credit card-sized, distraction-free mobile phone.

The Light Phone can store up to 10 speed dial numbers, features a white-on-white touch interface, and can last 20 days on a single charge. It can work as a standalone phone (it has its own SIM card and comes preloaded with minutes), but if you want to have calls forwarded from your other (smarter) phone to the Light Phone, you can do so via an app.

The Light Phone is perfect for moments when you have your hands full or can't have a big, bulky phone weighing you down, like while jogging or commuting. The best news of all? It simplifies your life when you mostly want to disconnect.



Dermis, epidermis, bio-dermis? L'Oreal PLANS 3D-PRINTED SKIN



WILL WE BE FINALLY SEEING THE END OF ANIMAL TESTING IN THE COSMETICS INDUSTRY?

French cosmetics firm L'Oreal is partnering with San Diego-based bio-engineering startup Organovo to enable the former to test their cosmetic products on 3D-printed human skin.

How does it work? Scientists collect human cells from various companies then turn them into a "bio-ink" through a proprietary technology. This "bio-ink" is then fed into a 3D printer, producing cells that will be kept in a temperature-controlled environment so they can form a mass of tissue.

L'Oreal started a human skin factory way back in the '80s, where they would grow skin cells donated by surgery patients. Organovo, on the other hand, broke new ground when they created a 3D-printed liver system.

L'Oreal hopes that with Organovo's fast and automated process, they will be able to produce as much skin as it needs for product testing.



Yei Hwan Jung, Wisconsin Nano Engineering Device Laboratory

A (COMPUTER) CHIP OFF THE GOOD OL' WOOD

Words **CANDY VILLANUEVA-LYKES**

BEFORE PLASTIC AND METAL TOOK OVER, WE USED TO RELY ON RAW MATERIALS—THINGS FROM NATURE LIKE WOOD AND STONE—TO MAKE OUR TOOLS. Today, we're slowly going back to nature and going organic once again. In fact, even electronics are going green with wood-based computer chips.

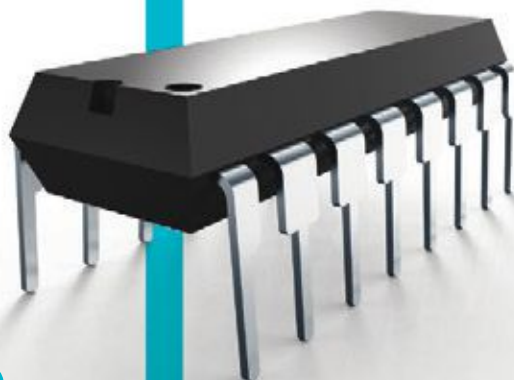
A group of researchers at the University of Wisconsin-Madison and the U.S. Department of Agriculture, with the help of China's School of Electronic Engineering and University of Electronic Science and Technology in Chengdu, is currently developing an alternative to the petroleum-based substrate used in semiconductor manufacturing. The green substitute: cellulose fibers from wood pulp.

Called cellulose nanofibril (CNF), the wood-based alternative is biodegradable, non-toxic, flexible, and stronger than substrate. Researchers added a bio-based epoxy coating to the CNF to smoothen it and keep it from expanding or contracting by taking on or releasing

moisture. CNF is also better at resisting heat-induced expansion compared to its polymer counterparts.

This eco-friendly solution may be the answer to non-biodegradable e-waste that is plaguing the planet. In 2007 alone, over 260,000 mobile phones were disposed of and none of them are decomposable. And with the rapid advancements in technology and new models and upgrades constantly being introduced in the electronic industry, the problem of non-biodegradable e-trash is mounting.

With CNF, the problem of electronic waste pollution may soon be alleviated. "Now the chips are so safe you can put them in the forest and fungus will degrade it," claims Professor Zhenqiang Ma, one of the researchers from University of Wisconsin-Madison. "They become as safe as fertilizer."





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*Available in CBS/ISS variant only

Delivering enhanced fuel-efficiency up to 63 km / liter (ECE R40 test)

*Available in CBS/ISS variant only





KITE KINETICS

KITING IS FUN, ESPECIALLY ON A GOOD, WINDY DAY. IT'S EXHAUSTING TO KEEP THEM UP THERE, THOUGH. NOW, IT'S THE KITE'S TURN TO DO ALL THE WORK IN THE NAME OF GREEN TECHNOLOGY.

The folks over at KiteGen Italy have been working on wind-harnessing giant kites for more than a decade now, starting in 2003, with a dream of one day being able to gather energy from high-altitude jet stream winds. These winds, if properly harnessed, could help displace dirty fossil fuel energy sources, and therefore lower emissions of global warming pollutants.

To transform kinetic energy into electricity, KiteGen developed an energy converting system called "dynamos." The kites, on the other hand, are driven by a control system that uses the information transmitted from avionic sensors installed on the kite to carefully adjust the kite wing to the optimum angle.

Surprisingly, KiteGen's power kites weigh like nothing compared to the conventional wind turbines that we currently use—20 tons versus wind turbine's 2,000-ton weight. Moreover, KiteGen says it can produce three times the amount of energy from one kite-powered unit than from a conventional wind turbine.

KiteGen says its products are now ready to be produced at an industrial scale.

However, kite-generated power is still treated as a far off idea within the renewable energy community, in part because it could require new and expensive licensing so that kites don't get caught in flight patterns and interfere with aviation.

Words **JOHN SOSMEÑA**



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COLOSSAL OCEAN CLEANUP

THE DREAM OF HALVING THE AMOUNT OF PLASTIC DEBRIS IN THE PACIFIC OCEAN IN JUST A DECADE SEEMS LIKE AN IMPOSSIBLE FEAT, BUT WITH 20-YEAR-OLD DUTCH BOYAN SLAT'S INGENUOUS IDEA, IT JUST MIGHT WORK.

the animals will be carried through safely—while the plastic trash is funneled above for easy gathering and disposal.

Slat's 6,500-foot wide ocean-cleaning system is set to be launched next year and will be deployed near Japan's island of Tsushima. If all goes well, more of these ocean cleaners will be made and placed around other strategic locations all over the world.

Slat's plan is simple: station huge, floating barriers along rotating tidal locations around the world. These barriers, which he calls "gyres," are designed to let the floating plastic waste flow naturally into the barriers, all while keeping marine life safe. These giant V-shaped buffers are designed so that the current flows underneath—where

SOLAR-POWERED SNACK SHACK

IT'S NOT THE BIG APPLE WITHOUT THE THOUSANDS OF FOOD CARTS AND TRUCKS SCATTERED AROUND THE CITY. Sadly, these iconic fixtures aren't as environment-friendly as we hope they'd be. In fact, they contribute to the worsening of the planet's condition. Diesel-powered generators used by food carts have been found to produce the same amount of nitrous oxide as 186 cars on the road. Yikes!

Thankfully, Queens-based company MOVE Systems has been able to develop a new food cart that could help New York City tackle its pollution problem. The MRV100 food cart runs on compressed natural gas and comes with a solar panel to provide supplementary power. A pilot program launched by NYC and MOVE Systems gives vendors a chance to lease up to 500 energy-efficient, solar-powered carts for five years at little to no cost.

The MRV100 is also equipped with GPS, internet-enabled computers, and a range of sensors. These new snack shacks are also reportedly going to save around \$2,500 on energy charges.



Words **JOHN SOSMEÑA**



CAR ADD-ON PROMISES CLEANER AIR

CAN'T AFFORD A ZERO-EMISSION ELECTRIC CAR? AIR2NITROUS HAS DEVELOPED A LITTLE USEFUL ADD-ON FOR YOUR VEHICLE THAT CLAIMS TO REDUCE EMISSIONS BY UP TO 90 PERCENT AND EVEN CUT FUEL CONSUMPTION BY A WHOPPING 20 PERCENT.

Here's the science behind the A2N device: after the air passes through the vehicle's filter, it then goes to the converter ring located in the air intake duct. The air is transformed into nitrous oxide, an enriched air-fuel mixture.

The A2N device is easy to install; any mechanic would take only half an hour to set it up. According to the company, A2N has passed California emissions standards and "does not adversely affect engine electronics or performance in anyway."

MADE FOR THE MODERN TRAIL

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Apparel, Footwear & Accessories

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Skype's NO LIMIT

SKYPE IS A GODSEND FOR FILIPINOS WHO HAVE FAMILIES AND FRIENDS WORKING ABROAD.

be cumbersome, especially if you will just be borrowing your friend's phone or laptop for a quick, one-time Skype session. To solve this problem, Microsoft's Web app is now available as an open beta.

You can now make Skype calls and send instant messages even if you're away from your own phone or computer. Simply go to web.skype.com on a borrowed device's browser and sign in using your existing Skype, Microsoft Outlook, or Facebook ID. The desktop browser version runs on Internet Explorer, Chrome, Safari, and Firefox. Just make sure you've installed the plug-in before you make your first call.

However, downloading the app every time you use a new device can

Who's that bird?

THINGS YOU NEED WHEN PLANNING TO MAKE BIRD WATCHING A SERIOUS HOBBY: A GOOD PAIR OF BINOCULARS, A POWERFUL CAMERA, LOTS OF PATIENCE, AND AN EXTENSIVE KNOWLEDGE ON BIRDS (THE ONES WITH WINGS AND BEAKS, BOYS). THE FIRST THREE FACTORS ARE NOT A BIG PROBLEM, BUT YOU MIGHT NEED THE HELP OF MERLIN WITH THE LAST ONE.

Well then, Merlin it is! Cornell University's Ornithology Lab developed a new recognition tool that will surely help amateur birdwatchers out there. The Merlin Bird Photo ID Web-based app uses the eBird.org citizen science database's 70 million entries to find the most likely species that match your mystery bird.

Go to merlin.allaboutbirds.org then click on the Photo ID section, where you need to upload a photo of the bird in question. A prompt will require you to draw a box around the bird, click on its bill tip, eye, and tail tip; you may enter the location and date the picture was taken for easier identification. Then, let Merlin do the rest.

Currently, the Merlin Bird Photo ID can recognize 400 common bird species in North America.



BE THE NEXT HIT!



NO NEED TO ENDURE THE PAINFUL REJECTIONS FROM BIG RECORD LABELS BEFORE YOU CAN GET YOUR MUSIC HEARD. YOU DON'T EVEN HAVE TO WORRY ABOUT COMPROMISING YOUR STYLE IN ORDER TO GIVE WAY TO YOUR PRODUCER'S VICIOUS DEMANDS. VISIT revelator.com AND START YOUR OWN MUSIC BUSINESS.

Revelator is a cloud-based provider of business and marketing tools that can help independent artists, producers, and labels to succeed in the music industry. The site simplifies the complex process of running a music business and gives independent music professionals the autonomy, control, and ownership of their music.

To get started, you need to upload your music and video on the Revelator cloud. The site then connects you to the top digital stores and services where you can sell your music. It will also provide marketing tools for you to reach a wider or targeted range of audience. What's more, Revelator tracks the streaming performance and sales of your music, provides reports, and helps you analyze the data to gain insights of your listeners so you can further improve your promotion efforts.

Budding artists can check out the 30-day free trial period first. Artist (\$8/mo), Producer (\$24/mo), and Label (\$40/mo) packages are also available when you're ready to be the next Billboard hit.

VR DESIGN BASICS

Cardboard Design Lab

Platform: Android

Words **MARTIN CUYEGKENG**

FREE

IF YOU'RE PLANNING TO CREATE A VIRTUAL REALITY APP, THERE'S ONE RULE YOU SHOULD ALWAYS KEEP IN MIND: DON'T MAKE DIZZYING VR WORLDS THAT CAN MAKE PEOPLE NAUSEATED.



But how does one make an amazing and beautifully designed VR world? It can't be explained, written, or drawn, says tech giant Google. It has to be lived and experienced. And that's how their latest app offering came to be.

Cardboard Design Lab is an app about building simple VR apps. It hopes to provide a real platform for virtual reality enthusiasts and app developers to properly make the virtual world appealing and engaging.

The app presents you with a guided tour into the best practices for the virtual world. Now, hold your virtual horses. The Cardboard Design Lab app will not teach you how to build a VR; that will require a lot of extensive studying and learning. It, however, will teach and demonstrate the most effective design elements to use, like the distance of the text, importance of smooth motion, and use of light. By bringing developers in the [virtual] world they are building, they get a better grasp of the experience, thereby producing an effective virtual reality.



MOBILE APPS

FREE

COOLORS

Platforms: Android, iOS

Colors—and color combinations—are important, and sometimes they make all the difference. Ask Web designers, art directors, and graphic artists. Which is why Coolor is a godsend. This new app allows you to find the perfect color combinations by letting you generate an infinite number of color palettes with a simple tap of the space bar.

Fabrizio Bianchi built the app out of frustration with the available color-generating apps, which are either too complex or too simple. With his app, Bianchi hopes to strike a balance between the two extremes.

Coolors serves pre-determined and highly customizable color palettes by drawing from a huge database of human-created palettes. The database uses an algorithm computation that compares values like RGB to create new colors.

The app's simple interface is not just its selling point. The thing that makes it stand out from the rest is its addicting interaction. Each tap of the space bar generates a set of five hue-filled windows. You can tap away until you find the color combination that you like. Coolor definitely makes color selection a lot cooler and more fun.



FREE

CINEMA CONNECT AND MOBILECONNECT

Platform: iOS

Watching a horror movie or a comedy film on mute takes away the thrill from the experience. The folks at Sennheiser Streaming Technologies GmbH recognize this, which is why they came up with two new apps that seek to revolutionize how the hearing-impaired watches a movie or play.

With the Cinema Connect and MobileConnect apps, those with hearing problems will be able to perceive and understand every single word in a play or movie. All you need for this assisted hearing technology are a smartphone/tablet and a headset.

The principle behind this technology begins with a streaming server from the stage or screen to transmit audio signals to the viewer's smartphone. From the smartphone, the reproduced data is directed through the headphones, allowing the viewer to follow even the slightest whisper in the script. For those who are already wearing a hearing aid, the system uses Bluetooth technology to send the sound signal to the hearing aid.

Now that's music to the ears of the hearing-impaired.

♥ X 1

🟡 X 0

FREE

Toy Engine

Platform: iOS

Want to design your own video game but can't write a single line of code? No worries. There are quite a number of apps available that bypasses the need for coding, and jumps directly to the designing, and the actual making of the app. One of these is Toy Engine, an iPad app that allows users to design their very own side-scrolling video game with no coding required.

Toy Engine has incredibly robust editing powers, giving you the customization abilities other game-making apps can't provide. With Toy Engine, you can practically edit your game down to the last detail. If you've been toying around with the idea of creating your own video game, now is the perfect time to give it a try.





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SMARTPHONE MARKET IS NOW A TWO-HORSE RACE



collaborator. Reports point to an Android-powered BlackBerry coming very soon. Early renders have shown something that looks like a cross between a Samsung Galaxy S6 edge and a BlackBerry Torch. To top it all, BlackBerry recently reserved [AndroidSecured.com](#) and [AndroidSecured.net](#) domains in early July, indicating that it has some interest in Android applications.

I think we can safely and accurately assume that the smartphone market is now a two-horse race with Google's Android at the lead and Apple's iOS following closely behind. It's 2015 now and things have gotten much bigger for smartphone platforms.

It's not just about hardware and design anymore. Heck, it's not even about software and apps, since iOS and Android are pretty much equal in terms of apps and games with many first-tier applications made available to both platforms.

It's about ecosystems now. From wearable devices, home and car automation and connectivity, health tracking and monitoring, all the way to music and movie services, set-top boxes, and beyond.

Smartphone platforms need to be solid and reliable on their own, but they're essentially a well that funnels features and connectivity into more expansive and forward-thinking ecosystems that serve the dual purpose of maintaining user loyalty and creating new partnerships and revenue streams.

Seeing how Apple and Google are filling up all these ecosystems as extensions of their OS and hardware tells me that any other platform will have a next to impossible time catching up to the two.

Is there still hope for Microsoft and BlackBerry? They can still survive on the merits of their strengths. Microsoft is promising that Windows 10 will run across devices, and with the Continuum feature, which allows a smartphone to work like a desktop when connected to an external keyboard, mouse and monitor, could become a pocket PC that could be valuable to certain users.

BlackBerry, on the other hand, has released a staggering amount of new handsets in the past eight months and still resonates with a small number of users. However, market share is disappearing—and fast. It doesn't seem to make sense for them to continue catering to such a limited user base. [S](#)

GADJO CARDENAS
SEVILLA



Recent

news that Microsoft has written off its \$7.2 billion acquisition of Nokia and let go of almost 8,000 workers from their mobile phone division is a clear sign that the Redmond-based company plans to reduce focus on manufacturing mobile phones.

With a measly 2.7 percent global market share and no exciting new hero or

flagship models to entice switchers from rival platforms, it looks certain that the Windows Phone is being slowly choked to death.

With these clear indicators of abandonment by Microsoft, plus lack of support from OEMs like Samsung, LG, HTC, and others who used to make Windows Phones, it's no wonder that developers aren't interested in wasting their time on a moribund and soon to be extinct mobile platform.

An even smaller player, BlackBerry, has dwindled to an abysmal 0.5 percent global market share. The once proud Canadian smartphone behemoth's CEO John Chen has been flirting with Samsung as a

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Self-Expression
AT





Go Forte and multiply

Kia Forte

Words KATRINA RIVERE-DIGA

WHO SAYS THREE'S A CROWD? NOT KIA WHO, THROUGH COLUMBIAN AUTOCAR CORPORATION, RECENTLY PULLED THE SILK OFF THE ALL-NEW KIA FORTE (SEDAN), FORTE 5 (HATCHBACK), AND FORTE KOUP (COUPE).

Born under the direction of Kia's global chief of design, Peter Schreyer, the new Kia Forte family boasts of a sleek and stunning European design-inspired body with head-turning distinctive styling.

All three Forte models feature Kia's latest technology for electronic power steering systems called FlexSteer. This system lets you choose between three distinct steering profiles: Comfort, Normal, and Sport, each with varying degrees of

steering assistance. A 1.6 or 2.0-liter engine routes power to the front wheels through a six-speed automatic transmission. The coupe and hatchback have paddle shifters.





Forte

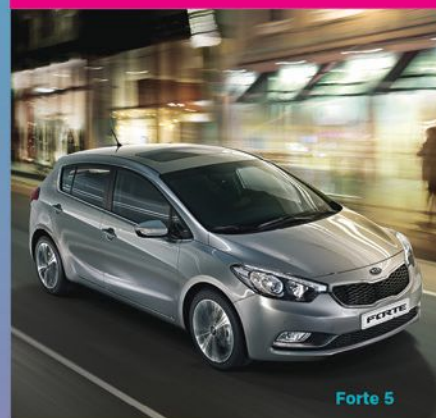


The Forte's cabin is primarily black with a driver-oriented cockpit that features an intuitive instrument cluster and switch layout. The front seats are adjustable bucket types, while the rear seats split-fold 60:40. The hatchback boasts leather seats, while both the sedan and coupe models get cloth seat material.

Other features that the three models share include a CD and MP3 player with touch-screen, Bluetooth connectivity, auxiliary port, six speakers, and rearview camera. Safety features include Electronic Stability Control and Vehicle Stability Management, front airbags, ABS, parking assist, ISOFIX child-seat anchors, and keyless entry with alarm.



Forte Koup



Forte 5

FORTIFIED LINEUP

Designed as an everyday car for those who want to stand out from the current offerings in the compact sedan segment, the **Forte 4-door** sedan is powered by an efficient **Gamma 1.6-liter in-line-four D-CVVT MPI** gasoline engine rated at 128hp at 6,300rpm and 157Nm at 4,850rpm.

Priced at P965,000, the Forte is available in five vibrant colors: Snow White Pearl, Temptation Red, Aurora Black, Metal Stream, and Planet Blue.

If you're looking for a sporty and functional model that suits your active lifestyle, then check out the **Forte 5**, which packs a punch with its **NU 2.0L in-line-four D-CVVT MPI** engine with maximum power of 159hp at 6,500rpm and maximum torque of 194Nm at 4,800rpm.

Retailing for P1,190,000, the Forte 5 comes in Racing Red, Planet Blue, Aurora Black, Snow White Pearl, and Metal Stream.

Rounding out the trio is the sleek and sporty **Forte Koup** with frameless doors, a more rakish rear windshield, and 215/45/17 tires. Under the hood of the 2-door Koup is the same **NU 2.0-liter in-line-four** engine of the Forte 5.

Available in a choice of Snow White Pearl, Racing Red, and Aurora Black, the Forte Koup retails for P1,090,000.

Cool crossover MAZDA CX-5

Not a lot has changed with the new Mazda CX-5—and that's not exactly a bad thing. After all, why fix it if it ain't broke? The 2015-2016 CX-5 keeps the 2012 model's Kodo design, save for a few updates: the bolder-looking front grille, new front and rear lighting signatures with full LED headlamps, and a sportier 19" alloy wheels for the Sport trim.

The 2.5L CX-5 Sport (P1,695,000) is an all-wheel-drive and features the latest tech Mazda has to offer, among them a new electronic parking brake, adaptive LED headlamps, MZD Connect infotainment system, drive selection, power seats, and a lane-keep assist system.

The P1,495,000 2.0L CX-5 Pro, on the other hand, is front-wheel-drive and boasts the same tech and safety features as the Sport.

Meanwhile, the 2.0L CX-5 Maxx base version only comes with electronic parking brake and drive selection features. The Maxx is front-wheel-drive and is priced at P1,345,000.

The 2.5-liter SkyActiv-G engine delivers 185hp and 240Nm of torque while the 2.0-liter powertrain generates 153hp and 200Nm of torque.

Wagon



Sedan

SCINTILLATING 6

Mazda6 Sedan and Wagon

HOW DO YOU IMPROVE ON AN ALREADY IMPRESSIVE CAR LIKE THE MAZDA6? THE JAPANESE CARMAKER'S ANSWER: GIVE IT A COSMETIC UPGRADE AND ADD AN EQUALLY SEXY AND SEDUCTIVE BODY STYLE TO THE FAMILY.

First previewed during this year's Manila International Auto Show, the new Mazda6 Wagon (P1,795,000) adds a touch of versatility to its sedan sibling with added cargo space. Compared to the Sedan, the Wagon sits on a slightly shorter wheelbase, but is a tad taller and wider. Further differentiating them are the Wagon's shark-fin antenna, roof rails, and roof-mounted spoiler. The exterior upgrade of the new Mazda6 Sedan (P1,785,000) includes a newly designed grille and a signature wing combined with sharper front and rear LED headlamps.

Under the hood, both the Mazda6 Sedan and Wagon get the 2.5-liter SkyActiv-G engine that churns out 185hp and 250Nm of torque.

Inside, the new Mazda6 has a heads-up display and i-ACTIVSENSE protection, MZD Connect, adaptive LED headlights, electronic parking brake switch, Sport mode, 11-piece Bose speaker system, 8-way power adjusted leather seats for the driver, and 6-way power adjusted leather seats for the passenger.

Words KATRINA RIVERE-DIGA

Off the beaten path

BMW Concept Path 22

A BMW motorcycle that's made to be enjoyed for all-terrain rides? Meet the Concept Path 22, BMW's first ever scrambler.

Based on the R nineT, the bike is named after one of the best-hidden surf spots in Europe. It's powered by a two-cylinder boxer engine with cardan drive, and is fitted with stainless steel scrambler-type Akrapovic tailpipes, milled aluminum wheels, and handlebar turn signals.

BMW's surf cruiser comes complete with a removable surfboard holder constructed from aluminum and leather, and can be adjusted to fit just about any board size.

Will this two-wheeler be mass-produced or is this a one-off bike? No word yet from BMW Motorrad. Here's certainly hoping it's the former.

**ITALIAN JOB****Vespa 946 Emporio Armani**

TWO OF ITALY'S MOST BELOVED BRANDS ARE CELEBRATING MILESTONE BIRTHDAYS THIS YEAR—GIORGIO ARMANI'S 40th AND THE PIAGGIO GROUP'S 130th. TO MARK THE OCCASION—IN STYLE, OF COURSE—THE TWO TEAMED UP TO CREATE A SPECIAL EDITION VESPA.

The result? A chic scooter called Vespa 946 EA.

The dark gray scooter has brown leather in the seating and handles, while the metal parts are finished in a satin coat. The words "Emporio Armani" appear on the side, while the iconic eagle logo of the luxurious fashion brand sits above the headlight.

The Vespa 946 is powered by a four-stroke electronic injection engine matched with a two-channel ABS braking system, 220mm double disc brakes, and 12-inch wheels.

RX10 II



RX100 IV

Click, shoot, stack!

SONY Cyber-shot RX100 IV and RX10 II

Sony has updated its Cyber-shot line with a hassle-free compact for the on-the-go shooter and a powerful superzoom for the outdoorsy. The RX100 IV comes with a 24-70mm f/1.8-2.8 lens, while the RX10 II uses a 24-200mm f/2.8 lens. They may seem as different as night and day, but the two actually share a lot in common: high-speed autofocus, 2.35-million-dot resolution EVF, 4K video recording capability, and the belle of the ball, "the world's first 1.0 type stacked Exmor RS CMOS sensor"—so says Sony. If that makes you curious as a cat, go dig into your deep pocket now.

Price: \$1,000 (RX100 IV); \$1,300 (RX10 II)



STREET QRED

Leica Q

IT'S TIME TO TAKE THE RED DOT OUT FOR A STROLL. The latest shooter from Leica boasts full-frame madness that's ready to hit the streets. What you'll actually be toting around when you bring the Leica Q with you are a 24MP full-frame CMOS sensor, 3-inch LCD, 1280 x 960-pixel EVF, 1080p video recording capability, and 28mm fixed lens. With the addition of NFC and Wi-Fi connectivity, it should be easy to transfer your files for storage or sharing while on the go. You can push the ISO up to 5,000 but with an f/1.7 aperture, you probably won't need to.

Price: \$4,250



BETTER THAN JUST iPHONE

DxO ONE

THE iPHONE MAY BE ONE HECK OF A SMARTPHONE (JUST ASK ANY APPLE FANBOY OUT THERE), BUT THERE IS STILL ROOM FOR IMPROVEMENT AND DxO THINKS IT CAN HELP IN THE CAMERA DEPARTMENT. Offering DSLR-quality imaging with its large 1-inch sensor and f/1.8 max aperture, the 20MP DxO ONE promises to add life to your mobile photos with the simple addition of this pocket-size device and accompanying app. Attach the ONE to your iPhone, use your iPhone's screen as viewfinder, swivel to get that perfect angle, and snap away.

Price: \$599

Words ARITHA ZEL ZALAMEA



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First in its class **SONY α7R II**

What do you get when you put together a 42.4MP back-illuminated full-frame sensor and 4K video recording capability? The Sony α7R II. Granted, you also get a \$3,199 price tag, but it's for you to decide whether this mirrorless camera is worth it or not based on the following specs: Fast Hybrid AF system, advanced motion-detection algorithm, 399 focal-plane phase-detection AF points, 25 contrast AF points, 5fps continuous shooting with AF tracking, 5-axis image stabilization, ISO range of 100 to 25600, Wi-Fi and NFC connectivity, EVF, and 3-inch TFT LCD.



Zoom lander **CANON PowerShot G3X**

Canon puts its game face on with the release of its new superzoom camera that features a large sensor and a zoom lens that could cover more than the stretch of a catwalk. With the Canon PowerShot G3X sashaying a 21MP 1-inch sensor and 24-600mm f/2.8-5.6 lens, the superzoom category became a whole new ball game. The 1080p video recording capability allows you to project every angle, while the 3-inch articulating touch LCD helps in readying you for your close-up. Grab \$999 and make a Canon salesperson flash a big smile.



HOWL LIKE THE SEA

TTRobotix TTR-SB Seawolf

DRONES ARE HUGE NOWADAYS. But while most men feel the need to fly, the deep blue sea proves more mysterious to others. Let your action camera take you to the depths of the open water despite your lack of swimming skills, a wet suit, or just the will to do the dirty work. The TTR-SB Seawolf by TTRobotix is a remote operated vehicle that houses your GoPro, dives into the water up to 8m deep, and takes photos and videos for you. Live streaming from down under is also possible, especially with the 8-inch TFT LCD that comes with the box.

Words ARITHA ZEL ZALAMEA



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Ballin' with Bentley

VERTU Signature for Bentley

Nothing says "I've got it made" better than holding a Vertu Signature for Bentley. Handcrafted and finished with premium leather, and encased in Grade 5 titanium, this phone carries Bentley-exclusive content powered by a Qualcomm Snapdragon processor. It also features a 13MP Hasselblad camera and a sound system developed by Bang & Olufsen. Flashing "V" has never looked this hotter, especially when your smartphone costs more than the next guy's sedan.

Price: €12,500



LOW-KEY LOVING

LENOVO S60

SNAPDRAGONS ARE THE RAGE THESE DAYS AND GETTING ONE IN YOUR POCKET ISN'T EXACTLY AS WALLET-FRIENDLY AS YOU'D WISH.

Fortunately, Lenovo's got you covered with the Lenovo S60, a 1.2GHz Qualcomm Snapdragon-equipped smartphone that features a 5-inch display, 8GB internal storage (expandable via microSD), and 2GB RAM. Coupled with 13MP rear and 5MP front-facing cameras, the Android KitKat-powered S60's specs will keep you lag-free and up to speed.

Price: P7,599

Words JOHN SOSMEÑA

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Versatility in three

LENOVO Yoga 500, Z51, and U31

Decisions, decisions. There's always that need you have to meet when it comes to choosing the right size of your computer. However, size isn't just what you consider when picking a laptop, you also look at productivity. Fortunately, Lenovo's got a new lineup that could help you find the perfect match for your everyday needs.

Sleek, lightweight, easy to use, and packs an NVIDIA GeForce 940M, the Lenovo Yoga 500 is a good match for your high-fidelity standards. The 5th-gen Intel i7 processor coupled with 8GB RAM takes the beating for you, so you can treat both your work and play personas.

Price: P28,495

Want more computing and entertainment power on the go? The Lenovo U31 Ultrabook got you covered with its stereo speakers with Dolby Home Theatre, 13.3-inch Full HD display, 5th-gen Intel Core processor, and up to 1TB hybrid storage. All these come in a slim 1.5kg package.

Price: starts at \$479

A beast of a multimedia laptop is in the form of the Lenovo Z51. This supercharged 15.6-inch computer features either an Intel or up to an AMD R9-M375 GPU, an Intel i7 processor, up to 1TB SSHD or 2TB HDD internal storage, up to 16GB RAM, and JBL stereo speakers with Dolby DS 1.0 Home Theater. The optional 3D camera lets you interact with the computer through hand gestures and facial expressions thanks to Intel RealSense technology.

Price: P42,995



Z51



Yoga 500



SET THEM ABLAZE

CHERRY MOBILE Flare X

WE ALL WANT A DEVICE WITH A PRICE THAT'S WITHIN THE BUDGET BUT DOESN'T SKIMP ON SPECS.

Cherry Mobile's Flare X may have just found the cheat code to your spending needs. Sporting a 5.5-inch Full HD display, 13MP rear camera with Sony IMX 214, and 3GB RAM, this LTE-capable juggernaut promises to leave you without a worry for a whole day of 3000mAh-powered mobile computing and entertainment.

Price: P6,999

Words JOHN SOSMEÑA

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- Comes with On-the-Go tether cable
- USB Charging compatible



QUBfour

- CSR BT4.0 chipset with 12 watt (7.4V) amplifier
- 12 hour music playback
- 1050mAh lithium polymer (LIPO) battery
- Voice Prompts - The QUB unit will tell you its status, "QUB is On" "QUB is Pairing"
- Active-Passive speakers
- Conference Calls
- 20 meter bluetooth range
- Delivers Intense sound and deep base



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ACE15



X15

Twin assassins ADIDAS ACE15 and X15

Pick your enemy's poison with the adidas ACE15 and X15, which goes for \$220 per pair.

Made for the in-control playmaker, the ACE15 is perfect for the field general who orchestrates the grand killing before throwing in the finishing dagger. Providing this beast's ultimate ball control is the CONTROL WEB 3D-engineered kicking surface, NSG (non-stop grip) outsole that uses 3D dots for traction, and CTRL FIT for heel stability.

The adidas X15 is for explosive players who lurk in the dark world of uncertainty, throwing finishing bombs when the opponent least expects them. Its X-CAGE structure supports agile movements supplemented by an X-CLAW base with claw studs for superior ground traction. The X-SKIN upper provides overall comfort, while TECHFIT COLLAR ensures this monster keeps leashed to your foot.



UNDYING FLAME

Proteus Daytona V4 Magnetic Cycle

IS THE RAINY WEATHER RUINING YOUR CYCLING ROUTINE? DON'T LET YOUR STAMINA GET WATERED DOWN. WITH THE PROTEUS DAYTONA MAGNETIC CYCLE, YOU CAN TAKE YOUR TRAINING INDOORS.

Track your workout intensity with the help of its specially designed built-in pulse sensors. The Daytona Magnetic Cycle's 6kg flywheel aids in building your cycling momentum and expanding range resistance, while the eight available preset resistance levels allow you to customize your workout according to your personal fitness status and goal.

Further boosting your training experience is the machine's 3-piece crank system for prolonged smooth pedaling and a 62 x 75mm screen monitor that flashes up to 10 programs: time, speed, calories, RPM, pace and distance, among others.



CATCH FIRE

Nike Hyperdunk 2015

SIZZLE DOWN THE LANE WITH THE NEWEST ADDITION TO THE PRIZED HYPERDUNK SERIES. THE NIKE HYPERDUNK 2015 PROVIDES LIGHTWEIGHT SUPPORT AND FLEXIBILITY WHILE MAINTAINING DURABILITY.

With the Hyperdunk 2015 on, subtly cut to the basket unnoticed. The Hyperfuse construction, which fuses lightweight textile and support skins, promises agile movements. Fearlessly chase down your man as the Nike Zoom Air technology optimizes comfort and cushioning specially designed for basketball footwork. The Nike Flywire technology, on the other hand, gives lightweight support and lockdown stability, allowing your shoe to loosen and tighten according to your feet's motion—perfect for your pump fake attacks and relentless D. **Price: P7,495**

Words ANTONIO JOSE GALAURAN

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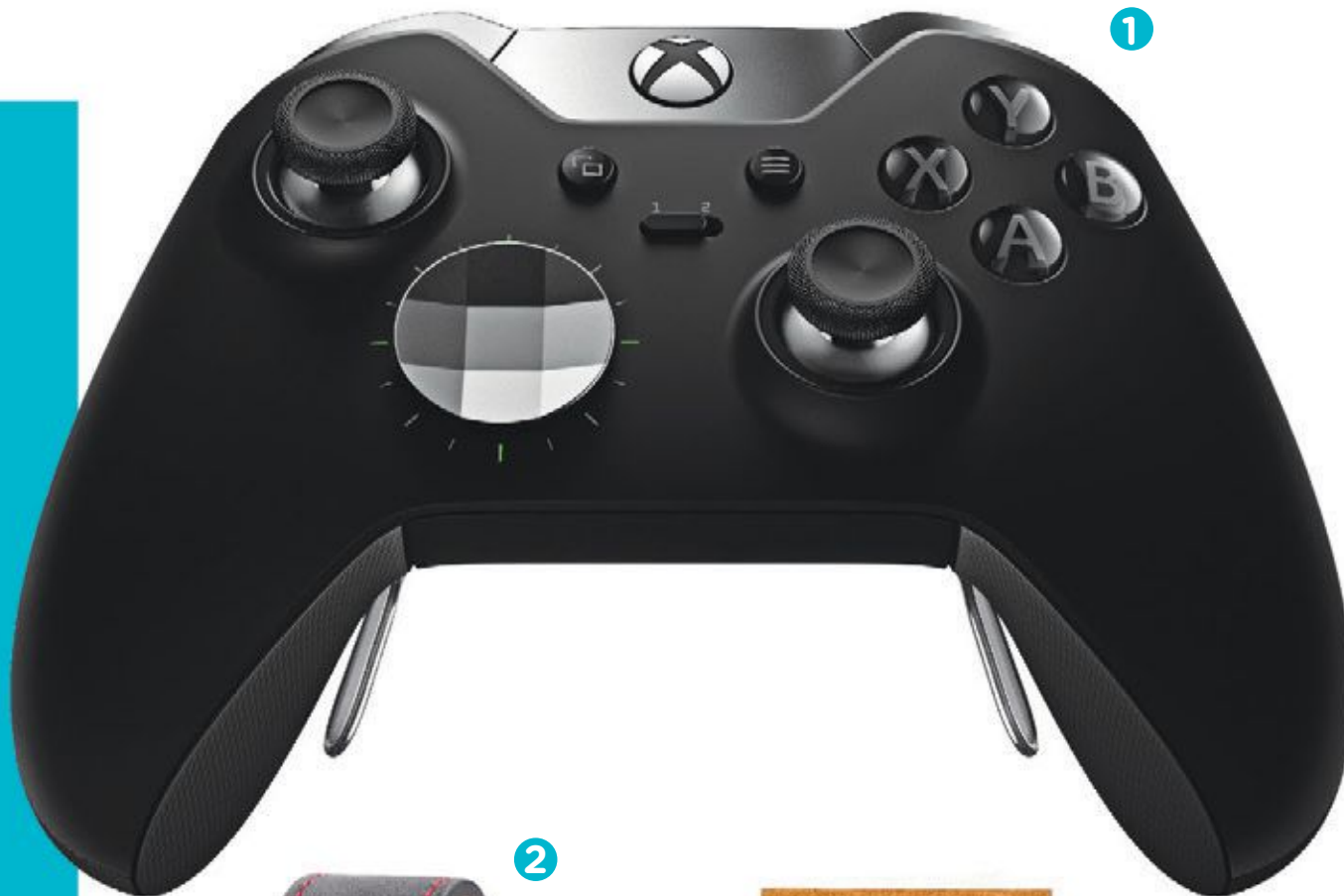
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Xbox extremist

Get the right tools to take out noobs and pros in the virtual world with style and swag by gathering these must-haves for you and your crew.

Every gamer needs firepower. Why not start with the (1)**Xbox Elite Wireless Controller** (\$149.99)? It offers as many customization profiles as possible, coupling your competitive edge with a capable tool. With the four available slots, you can add and switch paddles easily, while the Hair Trigger Locks allow you to fire more quickly. Make sure your attacks are right on time with (2)**Wenger's Attitude** (\$202) chronograph that matches your virtually active and multitasking lifestyle.

Don't let your eyewear get in the way of your victory. Opt for the (3)**Nike KD** (\$245), which uses a lightweight acetate and injected temples. Pair it with the (4)**adidas Yeezy Boost 350** (\$200), the company's second collaboration with Kanye West. The combination of adidas' Primeknit upper and Boost technology makes this pair of trainers the ultimate choice for comfort yet stylish footwear.



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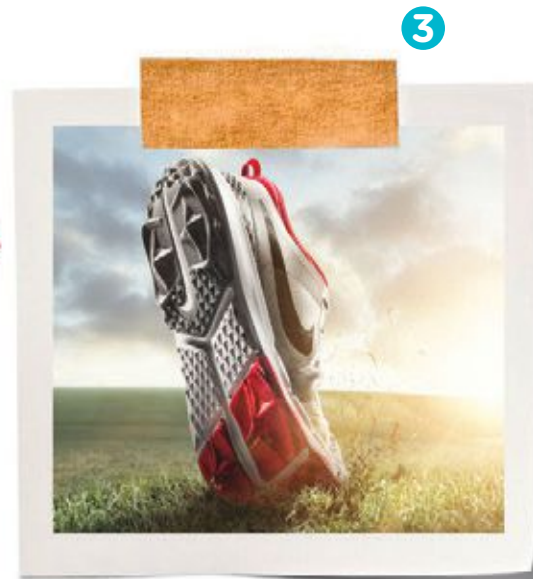
Big hitter

A monster drive can be a great weapon for you to have; it can give you a lot of birdie and eagle opportunities on the golf course.

You can hit big, too, when you have the right gear and garb in your arsenal. Start with clothing pieces that are appropriate, yet will make you stand out on the putting green. You can pair the (1)**Timberland SS Millers river oxford polo** with the (2)**Timberland Locke lake chino** for a loud, performance-ready ensemble.

Unleash the power of your swing with the (3)**Nike Fi Impact 2 golf**. These golf shoes feature the Full Bootie System, which provides a snug fit, and a Nike Free-inspired outsole with free flex cleats for flexibility and traction. The (4)**Callaway Bertha Mini 1.5 Driver** (\$299.99) can provide the unique combination of distance, forgiveness, and versatility you need for your game.

Before you make that drive, make sure that you are wearing the (5)**GolfBuddy BB5** (\$249.99). The first-ever golf GPS band, the BB5 displays distances to the front, center, and back of the green on its LED display, and comes with a time and play mode, pedometer, and 37,000 preloaded courses.





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Captain seafarer

Ditch the skyscraper-shadowed life for a nomadic existence in the salty air. But before you take over the helm of your sailing yacht, make sure your ensemble is in function and in style.

You'll face a lot of exciting challenges once you're out there in the high seas. Keep your battle scars to a bare minimum with the (1)**Arena long sleeves rashguard** (P1,495), and add color—just a little—with the patterned pitch blue (2)**Nautica trunks** (P2,495).

Have a spare casual top like the (3)**Nautica Knitted polo shirt** (P2,895) should you decide to dock in a foreign land and mingle with the local folks.

The (4)**Berghaus Proteus Daytona waterproof jacket** will stave off water and wind with the AQ waterproof technology. No need to worry about sweat, too, because this jacket will keep you dry from the inside with its breathable material. Wear a (5)**GIBI canvass slip-on shoes** to give your soles comfort while you go around the deck of your boat.

Touted as the best iPod touch yet, the 6th-generation (6)**iPod touch** (starts at \$199) boasts new features: a faster A8 64-bit dual-core processor, 16GB RAM, an 8MP rear snapper, and a larger battery capacity—the perfect buddy on your journey across the sea.



1



3



2



4



5



6

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Guardian eyes NEST CAM

Get a glimpse of what's happening inside your home wherever you are with the Nest Cam, an easy-to-set up home camera with 1080p recording feature, 130-degree viewing angle, and night vision.

The camera pairs with the Nest Aware app on your mobile device, allowing you to watch in real time the videos it captures or review recently recorded clips.

Besides keeping an eye on your home, the Nest Cam also notifies you of fishy activities. Using depth sensing and face detection, the Nest Cam uses advanced algorithms to alert you of intruders. And if it captures an unusual sound—a loud breaking, an alarm, or a sudden boom—it will alert you immediately.

Price: \$199



AUTO-BOOZE Bartsian Capsule Cocktail Machine

Want to throw a house party but not too confident in your cocktail mixing skills? Hire this machine to do the bartending for you on any Friday night.

The Bartsian Capsule Cocktail Machine requires just a press of a button when you're up for some booze. To set up, you just need to supply the machine with the basic spirits—vodka, rum, tequila, and gin—and ready the Bartsian capsules, which come available in the starter package.

Six cocktail mixes are built in for your leisure: margarita, sex on the beach, cosmopolitan, bartsian breeze, uptown rocks, and zest martini. More capsules are coming up to prep you for your next best man gig or weekend social.

Price: starts at \$249



LULLABY BEATS Kokoon EEG Headphones

It may be time to do away with earplugs or sleeping pills to help you snooze. London-based startup Kokoon designed a pair of headphones that can help lull you to sleep while serenading you with your favorite tunes.

Not only do the Kokoon headphones cancel out noise, but should the device detect that you're already drowsing off, it would automatically lower the playback volume.

The Kokoon headphones come equipped with electroencephalography (EEG) sensors. These sensors track the tiny voltages in the wearer's brain and send data to a smartphone app, allowing you to assess the quality of your sleep. Further, the headphones come pre-loaded with music that sleep scientists developed and are sure to usher you to dreamy dreamland.

Price: \$169

67

The MOBA junkie's choice

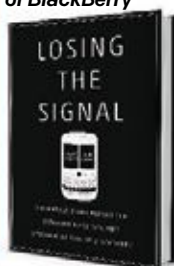
ASUS ROG GR8

GEEK METER



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Losing the Signal: The Spectacular Rise and Fall of BlackBerry



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Heroes of the Storm



WHAT WE TESTED THIS MONTH

August 2015

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PRODUCT TEST NO.
1675

Space and power

MITSUBISHI Strada 4x4 GLS V MT

● Review by MIKE POTENCIANO

THE NUMBERS

Engine

2.5-liter 4 inline
16-Valve DOHC
Turbocharged
(VGT) and
Intercooled Direct
Injection Diesel
(4D56)

Power

176hp @ 4,000rpm

Torque

400Nm @
2,000rpm

Transmission

5-speed manual

Suspension

Double wishbone
stabilizer front
bar with coil
spring, rigid
elliptic leaf spring
back absorber
with telescopic
shock

Tires

245/65 R17

Brakes

16-inch ventilated
front disc, 11.6-
inch leading and
trailing drum rear,
ABS, EBD

Safety

Driver and
passenger SRS,
hybrid-type
limited slip
differential,
backing up
camera, TPMS

Price

P1,320,000

The new Mitsubishi Strada is a pickup that continues the series' tradition of having a compact body. The strong and efficient 4D56 diesel engine has been in service for a long time and is still present in the new model.

The passenger rear doors are now longer, and the pickup bed is stretched after the rear wheels. What is not easily seen is the deeper bed, which now boasts of 475mm depth from the top edge of the bed rails. The increase in body size though is not that big. Mitsubishi maintained the compact size to make the Strada maneuverable and fuel efficient.

The ride was different from what I have associated with a pickup; it was firm but compliant. I did not expect it from a leaf sprung rear end. The wheels and tires provided good grip and had a hint of understeer when I pushed the vehicle.

The engine of the Strada is the tried and true 4D56, which is already present in the Montero. The 2.5L engine is reliable and produces an impressive amount of torque. However, it also produces more engine intake noise than others and is noticeable when you push it hard.



The lighter body made for shorter braking distance, better handling, and good acceleration. Another big advantage of the Strada compared with its competitors is the Limited Slip Differential employed in the rear differential. The Strada just begs you to go for turns with extra traction produced by the LSD. This was well-displayed when I went up the roads of Banaue despite strong rains at different parts of my trip.

There is some turbo lag when I stepped on the pedal after shifting to second gear. It was partly due to the gear ratios, which manifested a big drop from first to second. Nonetheless, the transmission was very positive in engaging gears and didn't have any problem with its synchronizers. The clutch was not hard to depress and was good for heavy traffic conditions, but it was adjusted quite high. This could lead to early degradation, causing it to slip in heavily loaded conditions.

SPEED SAYS

The new Mitsubishi Strada might look smaller than other pickups, but it excels in cabin space. It offers good handling, a small turning radius, and all the good things brought about by a smaller package running a Limited Slip Differential. An aggressive-looking body kit would make it look even better. This Strada variant gave me a smile during my trip.

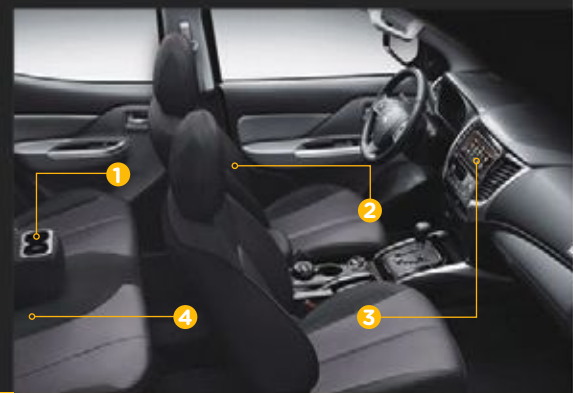
1 The interior is quite roomy. The rear seats didn't feel too upright and offered good leg room. The back passengers can now put their drinks in the center fold down console, which is quite convenient and unique.

2 The black, high grade front seats are firm and have small side supports. I found them comfortable enough for long drives, although others complained. The ergonomics were very good with the right controls were within easy reach.

3 I encountered a problem with the TPMS or Tire Monitoring Pressure System,

which warned me of a deflating rear left tire. I managed to get to a tire shop before losing all air in the tire. But guess what? It was the TPMS sensor that was loose, which caused the air leak. After changing to the old P150 rubber valve, the leak was gone.

4 With a bed longer than the previous model, the new Strada can now handle the regular load of its competitors. Its 1-ton payload capacity is easily handled by the wider and deeper bed that also features a lower entry point.



INTERIOR

GEEK METER



PRODUCT TEST NO.
1676

German genetics

VOLKSWAGEN Polo Hatchback 1.6 MPI AT

● Review by MIKE POTENCIANO

THE NUMBERS

Engine

1.6-liter 4-cylinder inline DOHC MPI gasoline

Power

104hp @ 5,250rpm

Torque

153Nm @ 3,750rpm

Suspension

with front and rear stabilizers

Brakes

Front disc, rear drum, ABS

Price

P950,000



DIMENSIONS

1485 x 1727 x 1425mm, 1,240kg

The Polo is Volkswagen's version of an everyday car for the working man.

In typical VW fashion, this subcompact follows a "no-frills, all-thrills" philosophy that should satisfy the daily needs of the person behind the wheel.

There's not much to hold one's attention when you look at the Polo from the side and the back. In fact, you might be hard pressed to know what car it is from both views, if not for the VW badge at the rear.

Germans value the way their cars drive and the Polo is lucky to be part of that mold. The handling is good and there's more grip than power. The suspension is firm and adds to the car's present grip level. This might not appeal to those who value a softer ride, but I personally like this because the suspension tends to last longer when they're set like this.

The normally aspirated engine won't win any drag races—and it isn't meant to. VW says the car needs 11 seconds to get to 100kph from standstill.

You'd also think twice about overtaking in tight situations since the torque is not big.

The MPI engine isn't going to get your adrenaline pumping with only 104hp, but if you value fuel economy, then you'll sing high praises for the Polo. I was able to log more than 250km before the fuel gauge even moved to the 3/4-full level.

The Polo Hatchback's traditional body design might be more appealing to an older generation, but it still catches second glances from the sporting crowd because of its timeless looks and rally heritage. The small, straight grille is basic VW, but the sharp-looking headlights, bumper grille with fog lights and chrome trimmings, and sculpted hood add a modern touch.

SPEED SAYS

The VW Polo Hatchback is a fuel-efficient gasoline-powered subcompact that can give other diesel-powered engines a run for their money. It may be a little austere for some people's tastes, but its German genetics and fun-to-drive quotient add to this car's appeal.

GEEK METER



1 The good thing about the conservatively designed dashboard is that you'll find all the controls where you expect them to be and there's very little chance for confusion. Ergonomics is very good and everything is within arm's length.

2 The audio system is basic and will not dazzle you if you're into touchscreens, voice-activated functions, and all that whiz-bang stuff. Sound quality is good, but can be improved with more power and better speakers.

3 As expected from a small car, the Polo has a rather small trunk volume of 280 liters in standard configuration. However, with the rear seats folded over, you'll get a 925-liter capacity, allowing to put in longer and bulkier items.



INTERIOR

PRODUCT TEST NO.
1677

Power booster

FORD Escape SE 4x2 EcoBoost

● Review by MIKE POTENCIANO

THE NUMBERS

Engine

1.6-liter
4-cylinder Inline
DOHC EcoBoost

Power

178hp @ 5,700rpm

Torque

249Nm @

2,500rpm

Suspension

Independent strut
assembly front
with stabilizer,
fully independent
multi-link rear
with stabilizer

Tires

215/70 R16

Brakes

Front disc, rear
disc

Price

P1,490,000



DIMENSIONS

4524 x 1839 x
1684mm, 1,240kg

The lovely Escape has been a favorite of Filipinos for its size and drivability. The nimble crossover offers very good handling and performance for daily use.

The new Escape has Ford's EcoBoost engine, which has won numerous awards from various associations, but Ford has kept the same body size as before.

The 6-speed automatic transmission shifts flawlessly through the gears, which is one of the reasons why the Escape is such a joy to drive. The gear ratios can be lowered for high fuel efficiency. The cruising speed of 100kph uses only 1,600rpm, which means it gives good mileage on the highway. However, the ratio can be increased in the final drive so that the car can accelerate faster and maybe even get better mileage in the congested city streets.

It offers great torque for such a small engine. The car feels light because of this. Fuel efficiency is very good when you cruise on the highway and is above average on city streets. The fuel gauge might not be a good basis for fuel efficiency because the level goes down early, even though the tank has about 60 liters left.



Even with a tall stance and normal tire width and compound, the Escape can hold its own in terms of handling around the corners. With its stabilizer bars on both ends, the car corners flat, it can go faster than most SUVs, and offers a firm but compliant ride. The chassis is well-sorted, while the brakes give the driver much confidence. If you replace the tires with wider and softer ones, then you may be rewarded more.

The front look of the Escape oozes with appeal and displays the familiar Ford look. With its angular lines that form a V-shape, flowing headlights, huge slide bezels for the fog lights with horizontal DRL, the new Escape now has a fresh look that is unique while still maintaining the Escape tradition. The front lower spoiler and upswept panel complete the SUV look and is definitely my kind of design.

SPEED SAYS

The Ford Escape 1.6L SE is quite a performer with its EcoBoost engine. It has always been fun to drive and great for out of town trips especially if you have winding roads along the way. Even though this variant is good, I'm sure the 2.0L will even be better in terms of performance and sporty driving.

GEEK METER



1 The instrument panel has a speedometer and tachometer in big dials. However, they are located on the sides because the center is occupied by the numerous computer displays. This is good for people who drive on Eco mode, with real-time fuel mileage well displayed, but for sporting drivers, you will have to take a second look to check the rpm.

2 The fabric seats are well designed and offer an ergonomic fit. They are firm but good enough for long drives and bumpy roads.

The rear seat is contoured to provide ample support for two passengers when you drive fast but has enough room for more passengers when needed.

3 The Escape has the much appreciated controls on the steering wheel. The sound system comes with six speakers but would still benefit from more power and clarity. The Escape also offers keyless entry and ignition—features that are fast becoming the norm.



INTERIOR

BLACK MAMBA



20" HYDRUS



20" DEATHSTRIKE



20" LOCKJAW

BLACK MAMBA

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PRODUCT TEST NO.
1678

Dapper swagger

LG Magna

● Review by ANTONIO JOSE GALAURAN

THE NUMBERS

Display
5-inch 720 x 1280,
294ppi
OS
Android 5.0.1
Lollipop
CPU
1.3GHz quad-core
Cortex-A7-H502
Memory
8GB internal
storage, microSD
up to 32GB,
1GB RAM
Camera
8MP rear, 5MP
front
Connectivity
Wi-Fi, Wi-Fi
Direct, Bluetooth
4.1, GPS, A-GPS,
microUSB 2.0
Price
P9,990

DIMENSIONS
139.8 x 69.9 x
10.1mm, 137g

If you're thinking of upgrading to a classier midrange phone on a below-10k budget, the LG Magna could be one tempting option.

At first glance, I immediately adored its exterior. The back cover may be made of plastic, but that is barely noticeable. In fact, it looks elegant with a metallic finish; you wouldn't mind taking it out even during formal gatherings or board meetings. The curved back cover allowed the device to rest comfortably on my palm.

SPEED SAYS

The LG Magna nails nearly every aspect required of a midrange. But if you love taking indoor or night photos, you may feel limited by the lack of camera modes and apparent noise under low light. Nevertheless, the LG Magna sports one of the more elegant exteriors and alluring UIs that can blow away other midrange phones.

GEEK METER



The pre-installed UI is lovely and playful—definitely one of the best I've seen on a midrange phone. The Magna may not sport Full HD resolution, but the screen gives off an impressive image quality; kudos to the in-cell technology.

The LG Magna is quite thick at 10.1mm, but I don't exactly consider it a major turnoff. At 137g, this 5-inch phone feels light and easy to carry around.

Indoor photos show noise that becomes apparent once you zoom in. The Magna lacks the power to shoot at low light, but it focuses pretty fast. The camera also does not have shooting modes and instead offers gesture and voice control features, which show detection issues and take a long time to respond.

Its removable Li-Ion 2540mAh battery is pretty average, but I still found battery life to exceed expectations, staying alive when I thought it should have already conked out.



ONE OBSESSION

#LIVEYOURS



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PRODUCT TEST NO.
1679

THE NUMBERS

Platform
P.O.P 2
Heel-to-toe drop
4.5mm
Weight
266g
Price
\$8,995

Training buddy

NEWTON Fate

Review by ANDY LEUTERIO

My favorite running shoe brand just got even more training-friendly with the all-new Fate.

While my all-time, all-around, best-ever racing and training shoe will always be the Distance

(now in its 4th iteration), I don't always want a low-profile, almost zero-drop shoe. For most training runs done at an easy to aerobic pace, I want a shoe that offers a little more cushion to soak up the harshness of the pavement while still providing that smooth toe-off. The Fate is that kind of training shoe, a "core" trainer you can use for everyday training runs with lots of cushioning while still incorporating Newton's trademark "pop."

The 5-lug, POP 2 platform of forefoot lugs are beveled and articulated, working both like a spring and seesaw to first absorb kinetic energy on impact, then lever your foot forward and up like a spring. The 4.5mm heel-to-toe offset is just right for runners who are somewhere between a heel striker and a midfoot/forefoot runner. While I'm a midfoot runner when I'm racing, I still heel strike from time to time when I'm warming up or just cruising along.

Newton has also improved its fit and finish. The Fate's upper features a felt-like material that's very plush; you can go sockless in these shoes. The toebox is also sufficiently wide to allow for wiggle room. The shoe is also nearly seamless to really give that glove-like fit, and is neither flyweight nor clunky.



SPEED SAYS

The Newton Fate is not the fastest shoe you can have in your arsenal, but it's one that you can wear every training day of the week.

GEEK METER



Memory in a flash

LEEF iBridge

PRODUCT TEST NO.
1680

THE NUMBERS

Review by PAT CALICA

Capacity
16 (reviewed)/32/
64/128/256GB
Connectors
Hi-speed USB
2.0, Apple
Lightning
Compatibility
iPhone 5 & up,
iPad Air & up,
iPad mini & up,
iPad w/ retina
display, (iPad 4th
gen), iPod touch
(5th gen)
Dimensions
63 x 19 x
18mm, 10g
Price
\$3,200 (16GB)

Storage has always been the Achilles' heel of iOS devices. A 32 or 64GB internal memory may seem enough at first, but you'll soon know it's not, especially if you constantly take photos or videos and download apps, music, or movies on your device.

application gave me access to different features such as taking pictures via the app, viewing content, and transferring images to and from my device. I was able to transport other compatible files, including document, audio, and video.

Moving files from my iPhone to the laptop bypasses the iTunes app. I can get files from the computer way faster and transfer them at once to my iPhone.

What I found most convenient with the iBridge was that it allowed me to watch videos while traveling. The iBridge app played compatible external video files from the drive with its built-in video viewer, but you can also open the video files via other apps.

That's why thanks are in order for the Leef iBridge. This J-shaped flash drive features a USB 2.0 adapter at one end and a Lightning connector on the other.

The first time I connected the iBridge to my iPhone, I was prompted to download the iBridge app. The iOS



SPEED SAYS

The Leef iBridge provides extra storage space to your iOS device in a flash. A very handy accessory to have, the iBridge facilitates seamless file transfers and lets you watch video content directly from the drive.

GEEK METER





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PRODUCT TEST NO.
1681

THE NUMBERS

Sensor

16MP 1/2.3-inch
CMOS

Lens

28–140mm
f/3.9–4.9

Display

2.7-inch fixed type

Video

1920 x 1080

Price

P9,990

Pisces would be proud

FUJIFILM FinePix XP80

● Review by JOHN SOSMEÑA

I was lucky enough to take home one of Fujifilm's newer models as a prize for a contest I entered during one of their events. Since then, the XP80 has proven to offer a fun and exciting new take on sports/underwater photography.



DIMENSIONS
104 x 67 x
26mm, 179g

I had the pleasure of submerging the XP80 in the pool, and I was impressed by its underwater performance.



The buttons felt good to the touch and are positioned strategically so that I didn't spend much time staring at the buttons to figure out where the needed ones are. However, the spacing between the power switch and video recording button could've been better.



Photos are crisp and smooth, and carry good texture. The video quality could use a little more work. Still, it's pretty good for your run-of-the-mill video posts on social media.

SPEED SAYS

A handy companion and a reliable friend, the Fujifilm FinePix XP80 can steer you away from disappointment while on rocky shores or white sand beaches. It could use a little more work here and there, but the XP80 has a lot to offer.

It is light enough to actually sit comfortably on a monopod. Sure, going old school and setting the 10-second timer doesn't really hurt too much, especially when you're trying to get everyone to fit into the frame, but with the wireless remote control feature, everything's easier. My phone's screen acts as a viewfinder where I can also adjust the settings.

All the morning rush and hassle of having to look for your battery is not an issue with the XP80. It can charge directly from a power outlet via the miniUSB port. It's both a time-saver and a convenience.

GEEK METER



PRODUCT TEST NO.
1682

The MOBA junkie's choice

ASUS ROG GR8

● Review by JOHN SOSMEÑA

THE NUMBERS

OS

Windows 8.1
(upgradable to
Windows 10)

CPU

Intel Core i7
4510U, NVIDIA
GeForce GTX750Ti
2GB and Intel HD
Graphics 4400
GPU

Memory

500GB-1TB
HDD/128-
256GB SSD
internal storage
(expandable),
8-16GB RAM

Connectivity

Wi-Fi, Miracast
server, 2 x USB
2.0, 3 x USB 3.0,
HDMI, LAN, DC-
in, optical S/PDIF
out, headphone
jack, mic jack, 3 x
audio jacks

Price

P57,990


DIMENSIONS
60 x 245 x
238mm, 1.284kg

The sodas I brought were heavier. Seriously. Eyes opened and jaws dropped when I finally pulled the bad boy out of the box, another testament to the astounding engineering of this compact PC. You'd think this flyweight would have its own little league but even for its size, it was giving my friends' brand X and Y a run for their money.

It's never a LAN party without the classic *Left 4 Dead 2* and *Counter-Strike: Global Offensive*, so I kicked things up a notch and had friends bunk in for a night of action-packed gaming. Being the central server for the LAN party, I had no problem keeping the ping consistent and the game smooth.

The ROG doesn't disappoint on graphic processing speed. Seeing promising marks on the *Heaven Benchmark* tool as well as in action made me all jittery inside. I never thought that a small piece of monster tech would be able to play *Dying Light* on ultra-graphics setting.

SPEED SAYS

This compact gaming PC honestly left me stunned. The ASUS ROG GR8 offers bang for the buck, and I miss using it. This game-changer is going to turn heads as more and more people consider it a viable option for LAN parties.

Most games today really punish a computer's RAM. I expected the ROG to dish out the best that it can, and it certainly delivered. I experienced a smooth playthrough of *Metal Gear: Revengeance* without any FPS-drop.

I put the temperature management to the test by clocking in almost 24 hours of *Heroes of Newerth* with my clan and, boy, did this thing whistle through the party. The temperature was almost at a stable level throughout the approximately 20 matches we had.



To really feel the touch of each key and the click of each mouse as the *Gladius* pointer swam smoothly across my screen is something I really miss after the ROG's departure from my possession. The feel, sensation, and grip were all there. Thanks to the keyboard and mouse, my *Heroes of Newerth*'s actions per minute (apm) shot up from the usual 150-180 to 225-250.

GEEK METER



WINDSHIELD WITNESSES

Review by KATRINA RIVERE-DIGA

THEY'RE ALL THE RAGE IN RUSSIA, AND JUDGING BY THE NUMBER OF VIRAL LOCAL IN-CAR RECORDINGS, DASH CAMERAS (OR DASH CAMS) ARE ALSO GAINING POPULARITY IN THE COUNTRY. AND WHY NOT? Aside from their numerous benefits—unbiased evidence in case of an accident, for one—you can own some dash cam models for nearly the same price as a full tank of gas.

So,

HOW GOOD ARE THE VEHICLE BLACKBOXES AVAILABLE IN THE MARKET TODAY? I BORROWED THESE THREE CAR DVRs, MOUNTED THEM TO MY CAR'S MEDIUM-TINTED WINDSHIELD, AND DROVE AROUND TO TEST THEIR RECORDING PROWESS.

HP F300 CAR CAMCORDER

Price: P6,525 • **Resolution:** Full HD 1920 x 1080 @ 30fps • **Viewing angle:** 130° (horizontal) • **Display:** 2.4" LCD • **File format:** .mov • **Storage:** microSD card

The F300 is a relatively inexpensive dash cam, especially coming from a big brand like HP. Surprisingly, it's a good enough in-car recorder for the price.

Inside the box are the following: F300 unit, USB cable, suction cup mount, and car adapter. There's no microSD card in the box or even an optional adhesive mount.

Installation is easy; you just need to attach the bracket to the device and position the suction cup on the windshield. However, this type of mount can be tricky as poor installation can result in shaky videos.

Like the two other dash cams in this review, the F300 comes with a motion detector, which automatically starts recording when object movement is detected. On the other hand, when the Collision Detection function is enabled, the DVR automatically triggers the emergency recording feature.

A unique feature offered by the F300 is the Driver Fatigue Alert function. Enabling this will trigger the device to sound an audible tone after it detects that you've been driving for an hour. The camcorder will again remind you after each additional 30-minute interval. On a two-hour drive home—no thanks to a monstrous traffic jam—the F300 beeped several times to let me know I've been on the road for more than an hour. I didn't need the reminder, thank you. This feature may be good for long drives to the countryside (you need to take a break every so often), but in city driving, this function doesn't make too much sense.

Video quality in daylight is great, while nighttime recording is also good. HP uses WDR (wide dynamic range) in this camera, which enhances performance in low light conditions.

VIDEO QUALITY

CLEAR DAY
CLOUDY SKIES
NIGHT



HP F300



Garmin GDR45



Garmin GDR45

Price: P15,000 • **Resolution:** Full HD 1920 x 1080 @ 30fps • **Viewing angle:** 120° (horizontal) • **Display:** 2.3" LCD • **File format:** .avi • **Storage:** microSD card

Garmin's GDR45 dash cam not only captures what your windshield sees, it also serves as a data recorder with all the bells and whistles of GPS technology. That means coordinates, speed, direction, and other information are also recorded by the DVR, and these are overlaid on the video. Fancy, you say? Well, did you expect nothing less from arguably the leading worldwide provider of navigation?

Included in the box of the GDR45 are the driving recorder, adhesive car mount, a replacement adhesive pad (how thoughtful), and a car charger. Sadly, shelling out P15,000 for this Garmin won't get you a microSD card in the package.

Of the three dash cams reviewed for this group test, the GDR45 feels the most robust. Adjusting the settings via the LCD is easy and intuitive with the just-right-size buttons. It's also easy to mount on the windshield; the adhesive makes sure the device stays

in place even if you go over bumps on the road. However, mounting it this way means it's a chore to remove should you wish to transfer it to another vehicle. There's also a high chance of damaging a tinted windshield.

The GDR45's shock sensor is highly sensitive even at normal setting, so expect the device to go off a lot while driving through pothole-ridden roads. You can adjust the sensitivity level to low, but that would defeat the purpose.

One of the highlights of the GDR45 is its front collision warning system (FCWS). This tech, which is present in some high-end cars, works by gathering speed information using GPS satellites. FCWS detects your distance from the car in front of you and alerts you when you get too close.

The GDR45 can be connected directly to your car battery so you can use the Parking Recording feature. This mode records up to 10 seconds before an accident and up to 20 seconds after movement is detected.

Using Garmin's proprietary software allows you to check data such as coordinates, time, and speed, which should prove useful in case you get wrongly ticketed for overspeeding.

Video quality—even at night—is the best I've seen so far. This may be because of the 2.0 aperture, allowing more light to come in.

VIDEO QUALITY

CLEAR DAY
CLOUDY SKIES
NIGHT



THINKWARE FXD700

Price: P10,000 • **Resolution:** Full HD 1920 x 1080 @ 30fps • **Viewing angle:** 140° (diagonal) • **File format:** .avi • **Storage:** microSD card

The FXD700 is a bit of an old model—it was launched at the 2013 Consumer Electronics Show—but its specs are still decent by today's standards: 3-axis G-sensor, GPS, shock and motion sensors, and several input/output ports. Unlike the two other dash cams reviewed, though, this one doesn't come with an LCD.

Out of the box, you get the dash cam unit, mount, power cable, 16GB microSD card with adaptor, and three cable holders. A secondary rearview camera and car adapter are available as optional purchases.

The FXD700 can be mounted to your vehicle's windshield via adhesive attached to the quick release slider mount. Power is either through the provided power cable wire or an optional cigarette lighter adapter. If you hardwire the device directly to your car battery, you'll be able to use the Parking Mode feature, which records events even when the engine is off. With Parking Mode enabled, the dash cam automatically records a 20-second video—10 seconds before and 10 seconds after—when it detects motion or impact. To make sure it doesn't

drain your car's battery, you need to adjust the auto shut off voltage setting at 12.2V or more.

Since there is no LCD, configuration is done via the PC Viewer software. You can adjust settings such as impact and motion sensitivity, video resolution and quality, brightness, audio recording, and the aforementioned safety voltage; these are saved to the memory card. Using the software also lets you view your clips along with GPS data and a map. Sadly, the software is compatible only with Windows OS. Sorry, Mac users.

Like the Garmin GDR45, this dash cam's impact sensor is a bit too sensitive; setting it at 5 (out of 10) triggers the device to record clips, even if you're just going over potholes. You can just imagine how many times the sensor will go off if you pass through EDSA. Still, I recommend you take this over a low sensitivity level because you never know when you might actually need the device to record unfortunate events.

VIDEO QUALITY

CLEAR DAY

CLOUDY SKIES

NIGHT



Thinkware FXD700



www.123rf.com/profile_astro12

5

REASONS YOU SHOULD GET A DASH CAM

1 AVOID THE BLAME GAME

A dash cam serves as a valuable witness in driving accidents. If the reckless driver who cut you off insists that it was your fault that you two figured in a fender bender, show him and the traffic enforcer your dash cam recording.

2 PEACE OF MIND

Some dash cams have a Parking Mode that allows you to keep them on standby even if you turn off your car engine. The camera will record whenever it feels motion in or around the vehicle. So, say your car is sitting peacefully in a parking lot and some idiot hits it while backing up, you'll have footage of the incident.

3 GET OUT OF A TICKET

Ever been stopped for a traffic violation you didn't commit? Show the officer your dash cam footage. Are you being accused of speeding? Some dash cams record your speed and overlay it on the video.

4 CAPTURE UNEXPECTED EVENTS

I didn't catch anything astonishing while testing the three dash cams, but you never know what unbelievable or unexpected phenomenon can happen while your car DVR is on.

5 DOCUMENT YOUR ROAD TRIP

Record your adventures on the road—because sometimes, it's really about the journey and not the destination.

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Show me the players

HEROES OF THE STORM

● Review by ERIK PAOLO ESCUETA

PC
REVIEWED

Disclosure: I do not have much experience playing MOBA (Multiplayer Online Battle Arena) games. I've certainly tried the more popular ones on recommendation such as Valve's *Dota 2* and Riot Games' *League of Legends*, but they weren't able to keep my attention for long.

Either I found the menus too complicated, or the online experience wanting.

Surprisingly, with Blizzard's *Heroes of the Storm*, this wasn't the case at all. The game offers a highly accessible MOBA experience that I could sink my teeth into without much complication.

BORN TO BATTLE

For the unaware, the traditional MOBA formula consists of pitting teams of player-controlled champions against each other, killing minions (and each other) to level and destroy the opposing team's fortifications and defenses in pursuit of eradicating their Nexus (essentially the heart of a team's home base).

In that regard, *Heroes of the Storm* (or *HotS* for short) is no different from any other MOBA game on the market, making it overly familiar for genre veterans. But this isn't an entirely bad thing. The low learning curve means that practically everyone can get into *HotS* without much barrier to entry. This is evidenced greatly by the opening tutorial, a procedural (if lengthy) introduction that I found great for beginners like myself, and most likely a decent refresher for others.



VITAL STATS

Platforms

Windows, Mac

Developer

Blizzard

Publisher

Blizzard

No. of Players

1-10 Players

Online

Official Site

us.battle.net/heroes





LET ME AT 'EM

One element in other MOBAs I found problematic is character management.

It's not an issue with quantity; *Dota 2*, for example, has dozens of available champions with various play types to pick from—meaning, you're definitely spoiled for choice. It has more to do with the high level of hero customization in and out of matches, with the complex upgrade paths and breadth of equipment options becoming more stressful than complementary.

With *HotS*, it's a more elementary exercise. The level-up choices between powers and abilities are limited yet significant. The focus is more on the action itself, which may not be to the liking of deep strategy and simulation buffs, but a delight for action-oriented types.

WHEN WORLDS COLLIDE

Not that the roster of heroes lacks any strategy to them. There is a wide variance to the character types—from melee, to ranged baselines, and differing roles like specialist, support, and assassin (to name a few), requiring one to play differently depending on their selection.

For instance, Zagara, the Zerg Broodmother from *Starcraft*, is a ranged specialist who can learn to create a Nydus tunnel network with its Creep Tumor ability, letting you warp between points on the map. Meanwhile, *Warcraft*'s Traitor King Anub-arak is a melee warrior with a unique Burrow Charge ability that lets him travel underground beneath walls and without getting hit. Each champion plays very differently even if they're of a similar class and role, and encourages trial and error to master them.

If you haven't noticed yet, *HotS* also boasts a unique roster, collecting the titular and pivotal characters from other popular Blizzard series—*Warcraft*, *Diablo*, and *Starcraft*—alongside some bonus extras. If you're a fan

of these games, then *HotS* will definitely be to your liking. If not, at least you can expect your champions to be a bit more differentiated from the usual archetypes.

DIVIDE AND CONQUER

The maps also have some distinction to them. Admittedly, they do retread similar ground (such as bribing/beating neutral enemies into joining your side), but livening up the proceedings are some unique stage mechanics requiring different strategies to accomplish.

In Blackheart's Bay, for instance, players can collect doubloons to pay off the eponymous Captain Blackheart into firing cannon artillery at the enemy's defenses. Then in Dragon Shire, players can capture shrines that allow one champion to reincarnate as the Dragon Knight, a monstrous warrior that can level forts and buildings with ease. Learning how to maximize and utilize the unique mechanic of each map is not only enjoyable but also critical to victory as it can easily turn the tables in matches.

ALL ABOUT THE BENJAMINS

If there's one downside to *HotS* that may just turn off players, it would be how it handles in-game purchases amid its free-to-play status. Yes, the game is free. But to keep it free, the roster is technically locked down, with but a small selection available to choose from that rotates between random sets every so often. It's not that bad at first, but if your favorites aren't on the current rotation, then you're out of luck. Either you pay up in in-game gold (which is really slow to earn) or pony up some real money. Also, not everything can be unlocked with gold; some add-ons such as skins or mounts need to be purchased with cold cash.

Even worse is how the game locks out its ranked PvP (Player versus Player) modes on the free tier, requiring you to own at least a certain number characters to enter (in addition to reaching a specific user level). Unless you're willing to put in the time to earn the gold needed or have a credit card handy, you're stuck with just fighting against the AI with solo practice or cooperative multiplayer, which can get a bit repetitive. If you are looking forward to the competitive PvP modes in *HotS*, just know there is a relatively high paywall to get in.



PROS

- large champions roster includes heroes from *Warcraft*, *Diablo* and *Starcraft*
- several distinctive playing styles and roles for each champion
- each map has an enjoyable and unique stage mechanic
- highly accessible gameplay and easily understandable champion management

CONS

- only select champions are playable based on a periodic rotation
- PvP (Player versus Player) ranking modes are locked with some paying requirements
- solo practice and cooperative multiplayer modes can get repetitive after awhile
- MOBA veterans might find the game too simple compared to other titles

SPEED SAYS

Heroes of the Storm is a fun game, with an adequately wide and deep character roster, and highly accessible gameplay that even non-MOBA gamers can easily learn and master. It helps also that the game is free to download and play. But if you're looking to play *Heroes of the Storm* competitively against other players, paying up is slightly mandatory. Otherwise, if you don't mind playing against computer opponents, then it's just an enjoyable diversion, nothing more. On the bright side, at least you get to try before you buy, but that's not much of a consolation.

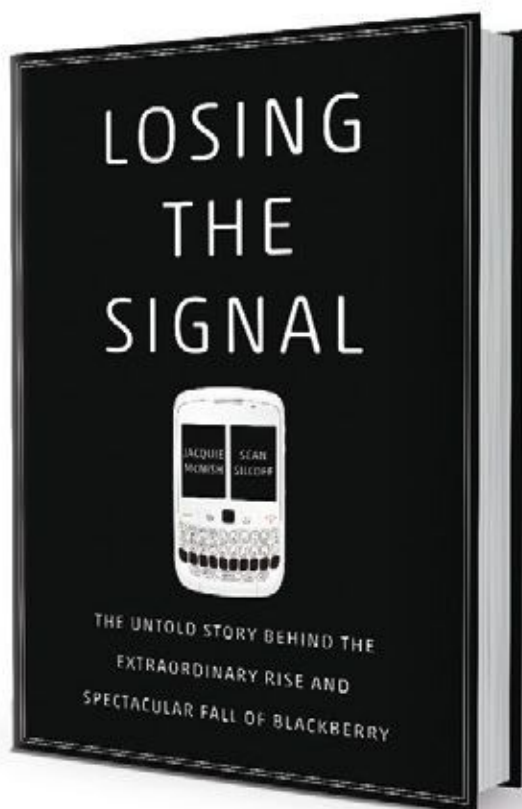
GEEK METER



Losing the Signal

THE UNTOLD STORY BEHIND THE
EXTRAORDINARY RISE AND SPECTACULAR
FALL OF BLACKBERRY

● Review by GADJO CARDENAS SEVILLA



Technology biographies that cover a compelling company, its founders, and a turning point in history are as good as any thriller-drama that fiction writers can come up with.

Such is the case with Jacquie McNish and Sean Silcoff's *Losing the Signal: The Untold Story Behind the Extraordinary Rise and Spectacular Fall of BlackBerry*.

Unfolding very much like a *Field of Dreams*-meets-Shakespearean tragedy, McNish and Silcoff manage to breathe life and urgency into the stunning tale of the unlikely Canadian duo of Mike Lazaridis and Jim Balsillie and their steep climb to fame on the heels of one of the most revolutionary and disruptive products in technology.

Yes, this story isn't Steve Jobs and Steve Wozniak creating the Apple I in the heart of Silicon Valley, but it is equally compelling given that Balsillie and Lazaridis both hail from rural Canada, and that the

company they started, Research in Motion (RIM), had its humble beginnings above a bagel store. *Losing the Signal* tells the tale from the duo's early years in high school to the formation of RIM. We read about Lazaridis as the young electronics genius who could fix anything and who created various inventions as a teenager. The book also sheds light on Balsillie, the hard-nosed negotiator whose business acumen and ballsy boardroom moves helped BlackBerry topple early rivals like Motorola and Palm while ensuring that 'CrackBerry' became the go-to device for corporate dragons, dealmakers, captains of industry, and political mavens.

In many ways, *Losing the Signal* tells the story of the modern smartphone and post-PC age. BlackBerry devices were one of the first to become more than tools or appliances; these devices transcended into bearers of status for the rich and the truly powerful. Case in point: US President Obama is an avowed BlackBerry user, as are most of Wall Street's sharks and traders.

From the sudden and unexpected climb to the top, we're taken for a scary ride that is the freefall of RIM and BlackBerry. Being the top dog, the company ignored the winds of change and ridiculed Apple's iPhone when it first came out. "It was a toy," they said.

By the time the iPhone and its app ecosystem took off, it was already too late. BlackBerry was suddenly years behind with no innovative product to counter the rising tide of iPhones and even cheaper generic Android devices.

Aside from providing what seems to be an honest depiction of the

rise and fall of the BlackBerry empire, the book also offers various insider nuggets: boardroom drama, snarking and sharking executives trying to angle for deals, and partnerships that helped forge the global mobile landscape we all enjoy today.

At its best, *Losing the Signal* gets down and dirty and pulls no punches. It's a great material for a full-length film, and the story isn't so mired in myth that it will likely make a better movie than any umpteenth Steve Jobs biopic.

As someone who has enjoyed and loved BlackBerry products, I was fascinated and at times thrilled to read how some products came to the market. At the same time, the book really is a modern cautionary tale, applicable to bold visionaries and entrepreneurs who think one great company or product is a surefire and neverending ticket to fame and fortune.

Looking at what BlackBerry has become today and seeing how much it has lost in terms of cache, users really beg a lot of questions, but this book will poignantly answer those queries.

SPEED SAYS

If you love technology, invention, entrepreneurship, and intrigue, then *Losing the Signal* is a solid read that will not only entertain but also yield a lot of lasting lessons.

GEEK METER



BOOK

Authors
Jacquie McNish
and Sean Silcoff
Publisher
Flatiron Books

Hotspot

FORM
FACTOR

IT'S HIP TO BE SQUARE

Beloved boxy cars with a special place
in your geometric heart

Words **RON CRUZ**



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Now that pretty much every car model going out of the factory and into dealerships is sleek and streamlined, one can't help but wonder about the modern car's sharp edged roots. While box-type car designs have fallen out of favor the past few decades, you can't simply ignore how iconic and influential they are to today's gorgeous automobiles. We've highlighted below a few of the most prominent box-type cars of yesteryear. After all, not everything is all about curves, and sometimes, it's hip to be square.



Land Rover Defender 1990s

Looking like something out of the military, Land Rover's Defender was as boxy as boxy could get. It was built like a tank and could take on endless abuse off road but still had an incredibly minimalist design. The flat hood, sides, and front and rear ends all worked together in making it the sturdiest and most reliable off-road warrior while maximizing interior room.

Throughout the years, the design of the Defender has stayed the same. After all, if it ain't broke, don't fix it.

Honda Civic 1983-87

The third-generation Honda Civic from the '80s sported a sleek and aerodynamic look even with its boxy shape. The three-door hatchback had a lower, flatter roof over the backseat. This was due to the influence and adoption of a shooting-brake design.

Originating from Europe, this chassis design combined traditional features of a station wagon and a coupe, getting the best of both worlds and giving the vehicle a sports car feel while still offering respectable legroom even from the backseat.

**BMW M3 Coupe 1986**

As far as box-type cars go, the BMW M3 Coupe set the bar way up high. The M3 was a performance racing car first and foremost, so all its bells and whistles had a purpose and weren't just there for aesthetics.

The most striking addition were the spoiler, and the flared side skirts and bumpers. These added a futuristic feel to the design while lessening drag and air resistance. The result: the M3 had a commanding presence wherever it appeared, be it on the race track or busy city streets.

**Mitsubishi Lancer 1982-83**

Of these sharp edged automobiles, the most commonly seen out on the streets is the affectionately named box-type Mitsubishi Lancer. A fan favorite among vintage car restorers, the Lancer had a simple yet sharp and alluring silhouette.

As its moniker would suggest, the Lancer literally looked like a box and was practically devoid of any sort of curves. The design was all corners and edges but make no mistake about it: its unmistakable shape and strong profile contributed to its timeless stature.



Toyota Corolla 1983

Another favorite of vintage car restorers is the 1983 Toyota Corolla, which has reached cult status. The Corolla had a simple but gorgeous boxy profile.

The Sprinter Trueno version, which was sold in Japan, was the first to use pop-up headlamps for the line. Those robotic-looking eyes, combined with the sleek hatchback silhouette, also contributed to making the Trueno one of the most recognizable cars in racing.

Nissan Terrano

The Terrano was Nissan's answer to the emerging popularity of boxy SUVs in the '80s. The Terrano was built on a ladder-type frame, basically looking like a large station wagon with big 4x4 wheels. It looked really bulky, given that it had a squared-off nose and really flat sides.

While it was marketed toward the high-end crowd, it lacked the character and personality its competition like the Jeep Cherokee and Ford Bronco had.



**Volvo 240 1975-78**

If there was ever a car that best exemplified the term boxy, the Volvo 240 would be it. In fact, one of its later models was known as the turbo brick!

Volvo's 240 series, both the sedan and wagon versions, boasted of a classic elegance. It was angular and square-jawed, but still strangely attractive. You'd think that all the sharp corners would be a child hazard, but the Volvo wagon was the quintessential family vehicle for decades.

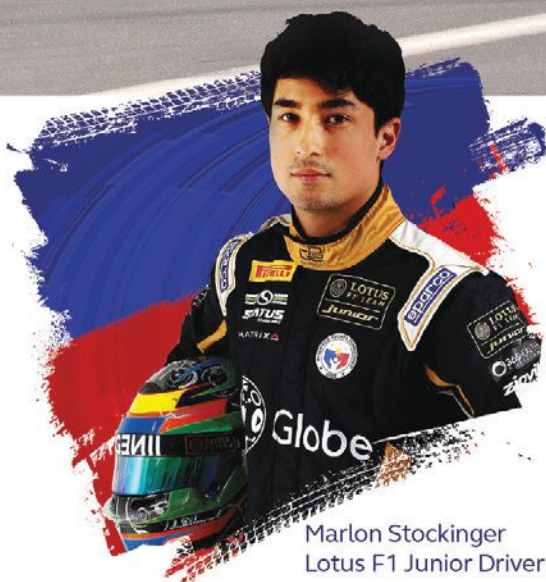




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TICKET TO RIDE

*How do you solve a problem like Manila?
Or fixing traffic and transportation woes on EDSA
and other public roads.*

Words **ARITHA ZEL ZALAMEA**

**Singapore. Japan.
Hong Kong. London.
What do these places
have in common aside
from being urban jungles
filled with millions
of people? They have
highly efficient and
reliable mass public
transportation systems—
from railway transits
to bus networks—
that the Philippines lacks.**



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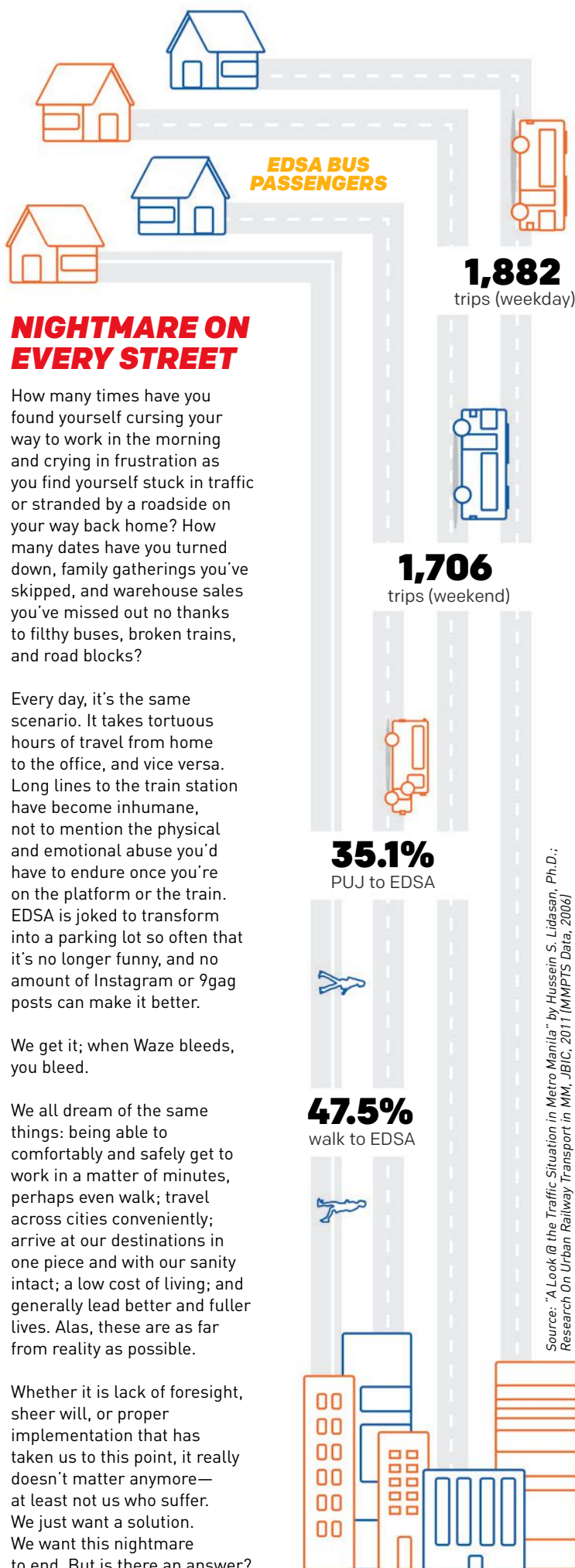


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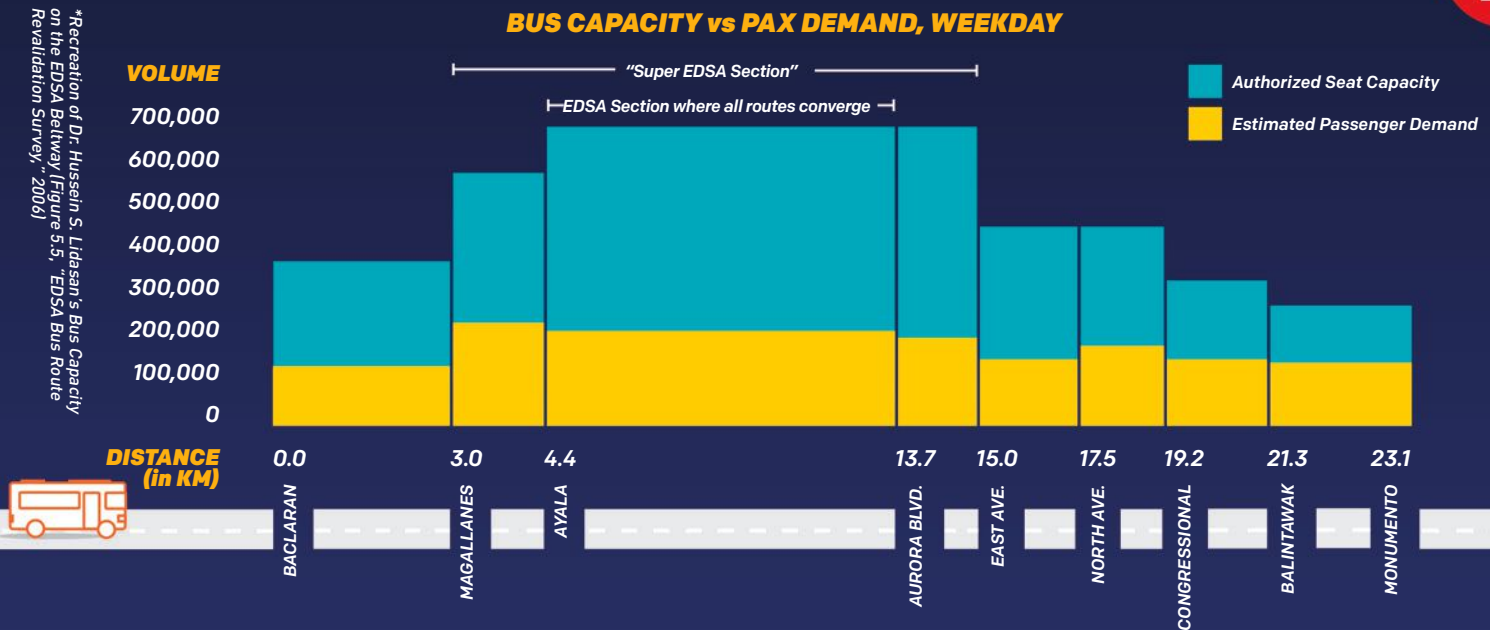


@SpeedMagazine

That is one of the major reasons why they have a large commuting public, lots of happy tourists, and a booming economy—and we pale in comparison. In fact, many Filipinos who don't commute in Manila happily and willingly take public transportation when traveling to these places.



BUS CAPACITY vs PAX DEMAND, WEEKDAY



PAVED WITH GOOD INTENTIONS

What-ifs and could-have-beens are aplenty as far as the traffic and transportation situation in the Philippines is concerned. Elected and appointed leaders seem to not care at all about urban planning and uplifting Filipinos' quality of life. But instead of throwing our hands in the air and giving up on our beloved Manila, we at *Speed* wondered whether a solution is possible.

An efficient public transit network greatly helps the economy to grow, which makes sense. When mass transportation system works, commuting becomes a more viable option. You move more people at a greater distance and in less time.

An effective public transport cuts down commuting hours, makes it less stressful, and lowers costs. And so, people have more time to be productive, and more money to spend, save, and invest.

Wouldn't it be nice to spend less than an hour in traffic every working day and have more time for your family, yourself, and your social life? Isn't it better to pay for cheaper food, clothes, and services once transportation has become faster and more affordable?

Imagine being able to travel from Quezon City to Alabang, Muntinlupa, in just a matter of minutes to visit a friend or eat at a new restaurant on a weeknight. Or how would you like to go on a lunch meeting in Makati and a dinner date in Antipolo, Rizal, on the same day without getting stressed out?

When the traffic situation is better, more money flows around, more tasks get done, more products get made, and more people live happily. Everyone wins.

One way we can make this dream a reality is to transform Metro Manila by running a bus transit system that actually works. *Speed* sought the help of an urban planning expert to give us hope.

Dr. Hussein S. Lidasan has serious creds: a professor and graduate studies director at the University of the Philippines School of Urban and Regional Planning, he has been involved with the UP National Center for Transportation Studies and has researched on transportation conditions in the country. Luckily, he is generous as he is brilliant, sharing with us what can be done to save Manila and the people in it.

ROAD TO SALVATION

Do you know why buses seem to occupy the whole length of EDSA? That's because about 35 bus routes pass through it*.

Most of the buses that travel through EDSA merge between Guadalupe in Makati and Kamias in Quezon City because this is where the bus routes intersect. That distance passes through at least five major cities in the metro.

You'd think this huge amount of buses and bus routes exists for a reason. Then again, of the approximately 8,400 bus trips that take place on a weekday, Dr. Lidasan estimates that we only need 6,200 to carry the number of daily passengers in Mega Manila—which adds up to a million, by the way. On a weekend, the number of people who take buses drops by 20 percent, but the number of bus trips only dips by 3.4 percent.

Clearly, there are more bus trips than we need to move commuters around Manila. You can very well see this oversupply at almost every bus stop (real or imagined) along EDSA, where buses stay put for extended periods, causing annoying delays and toxic traffic jam.

No wonder bus drivers are so fond of scrambling for passengers. There are too few commuters to divide among the bus trips, and yet, bus drivers are given ticket sales quotas by bus operators instead of fixed salaries. We have witnessed half-empty buses blocking intersections and several lanes (if not all) just to get their small share of commuters and therefore, ticket sales.

BUS TRIPS vs PASSENGERS, WEEKDAY



*Dr. Hussein S. Lidasan's "EDSA Bus Route Revalidation Survey," 2006

IT NEVER ENDS

The bus transit system isn't the only sore spot in Mega Manila's dire transportation situation. Our public transport is inefficient to its core. Surprisingly, the Department of Transportation and Communication (DOTC) agrees, and even adds to it.

DOTC's list of public transport issues include public transport inefficiency, poor enhancement of traffic rules, inadequate driver and vehicle safety standards and procedures, and increasing levels of air pollution*.

Add these to the deteriorating condition of the Mass Railway Transit (MRT) Line 3, the only train system plying the length of EDSA, and the worsening traffic congestion in Mega Manila. What do we have left? A tired, miserable, and unproductive public who is left with no choice but to turn to Facebook, Twitter, and Instagram to rant.

TOTAL PM EMISSIONS (FROM GASOLINE VEHICLES)



84%
Motorcycles
and tricycles

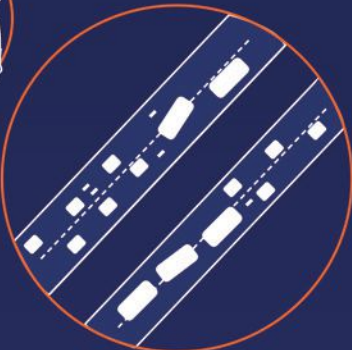
9.5%
Cars



0.1%
Buses



70%
All road
transport



*Department of Transportation and Communication's "Medium-Term Land Transport Action Plan," 2005, as cited in Dr. Hussein S. Lidasan's "EDSA Bus Route Revalidation Survey," 2006.

WEED OUT THE NECESSARY

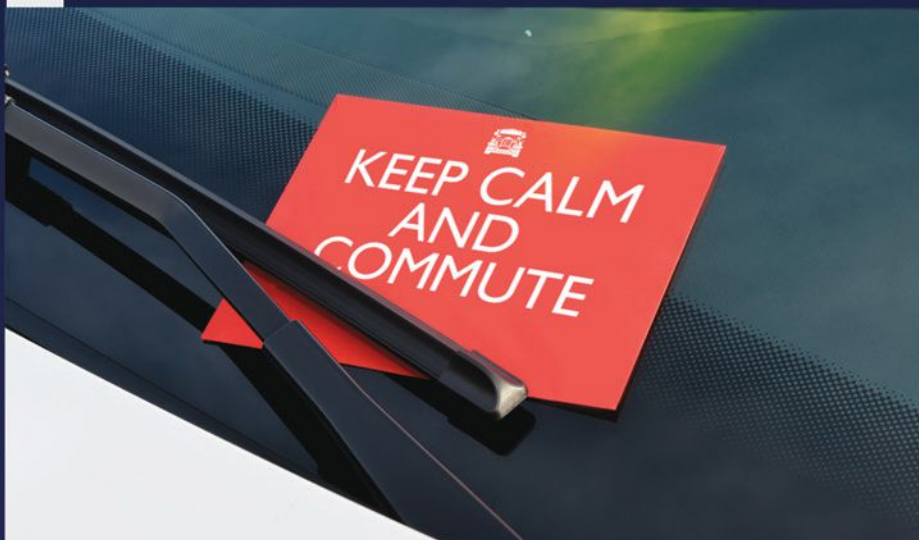
Let's take it one step at a time. One possible solution to this nightmare is to simplify and cut the number of bus routes, says Dr. Lidasan. The magic number is eight, which needs only 1,840 buses. If you wish to be minimalist about it, trimming bus routes to 16 is another option.

But can this be done? Sadly, we're just as jaded as you are.

Dr. Lidasan admits that reducing the number of bus routes drastically may leave a bad taste. And so, he suggests a reverse color-coding scheme (Unified Vehicular Volume Reduction Program) instead of canceling the licenses of existing buses.

What he advises goes against the grain. His strategy recommends road restrictions during off-peak hours between 10 a.m. and 3 p.m. instead of the existing number-coding scheme that bans vehicles on the road during rush hour.

Another solution to this public transport problem is to encourage healthy competition among public utility vehicle (PUV) operators, says Dr. Lidasan. It gives commuters options and should naturally drive operators to provide better service. For this to happen, there should be just the right number of PUV operators—not too few or too many.



A PRIVILEGE OR A RIGHT?

If you're a private car owner, keep calm and read on. Dr. Lidasan suggests that it might help to determine "if a road pricing scheme, similar to Singapore, can be implemented in EDSA...The assumption is that owning a car is a privilege, not a right."

Before you blow your horn at us, he points out that this pricing scheme should consider car owners' and road users' willingness and capacity to pay. Of course, it also helps to get some quality service and infrastructure in return.

The likes of Uber and GrabCar are becoming crowd favorites as well (ours, too!), and you probably wonder whether these can fix our public transport troubles. Personal chauffeur services have become very popular, but they cater to a very limited group of people and cannot be considered mass transit. They are new players and are another topic for discussion altogether.



We have one goal: make public transportation in Manila so attractive that commuters will choose this over traveling in private cars. We cross our fingers that we all live to see this happen.



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STOP, LOOK, AND LISTEN

CAR WARNING LIGHTS EXPLAINED

Words **KRIS LIM**

It's not enough that you know how to drive. As a responsible citizen of the country and as a respectable motorist, you should also know when something is wrong with your car. Hear and heed the warning signs before everything becomes too late.

WHAT ARE WARNING LIGHTS FOR?

The warning lights on the dashboard are surefire ways of signaling you that there is something wrong with your car. The problems are always indicated and displayed on this type of mechanism when the ignition is switched on or off.

Generally, there are two types of indicators: the orange light display that represents a problem and the red light display, which tells you that you should check out the problem immediately.

Front Airbag

Airbags save the lives of many people (although the impact of the airbag can also be dangerous). When the front airbag light is on, this means that someone has turned off the driver airbag manually, and so **deployment won't work** when collision occurs.

Seatbelt Reminder

Buckling up is the very first task that you need to do before starting the car. When seatbelt lights are on, take it as a friendly reminder that you are not wearing your seatbelt.

Check Engine Light

Once the check engine light pops up on the dashboard, put your full attention to it immediately, especially when the light still lingers during and after your drive. This is a warning sign that you need to have your car checked to **avoid engine breakdown** or other damages.

Service Vehicle Soon

This symbol is a friendly reminder that your car needs to undergo **service maintenance**.

Oil Warnings

When it comes to oil pressure, make sure that your car has enough oil to run the engine. Take note that low levels mean that the car is probably **leaking or burned off** inside the engine. When you don't attend to such problem, more troubles may arise.

Here is an advice: use the dipstick to check your car oil level every morning to see if your car has sufficient oil to run safely and properly.

Cruise Control

Some motorists think that this sign is for the clock. Unfortunately, that isn't true. When this light is on, this indicates that your **cruise control has been activated**. Deactivate if that isn't your intention.



Battery and Charging Light Indicator

The battery of the car is an important facet of the whole system, including the headlights and ignition system, so the next time you see your battery lights flashing, **have the battery checked immediately.**

Bulb Failure

When this light is on, one or more of your vehicle's light bulbs are either broken or experiencing some **electrical problems**. The more serious threat is losing **road visibility** when driving at night. Better to consult a car mechanic at once.

Power Steering Light

The power steering warning light illuminates when there's a problem with your steering system. This results in **heavy steering**, which can be dangerous. A common problem with power steering is possible leak in the hose.

ESP Fault

Not every car is equipped with an ESP. Once this flashes, it means your **vehicle traction/stability control** is experiencing a problem. Have it checked ASAP.

Tire Pressure Warning Light

Not all cars have tire pressure warning lights. But once your car has one, make sure you **check your tire pressure.**

Coolant Warning

When this flashes on your dashboard, this means that your engine cooling system is low on fluid. Having a low amount of coolant **causes the radiator to overheat**. To prevent this, always fill your radiator with water or fill up the coolant system.

**Overdrive Light**

This symbol is for those who own a car that uses automatic transmission. It means that the driver has accidentally switched on the **overdrive system**. To turn it off, simply switch the on/off control.

Braking System Light

Often thought of as the ABS Brake-Warning Lights, the Anti-Braking System Light indicates that it can develop a fault that locks up your car brakes. This becomes very dangerous because **no power is applied to the brake system** and therefore the car can lose its brakes at any time.

Low Fuel Notification

This means your car is near the end of its fuel reserve. To prevent your car from **stopping in the middle of the road**, make sure you refuel immediately.



KING OF SUZUKA

Words **MARCOS A. SOSMEÑA**

JULY 3-5, 2015, SUZUKA INTERNATIONAL RACING COURSE (SUZUKA CIRCUIT), SUZUKA, JAPAN—The Suzuki Asian Challenge (SAC) traces its roots in Sepang, Malaysia, where the first-ever season roared off at the Asia Road Racing Championship (ARRC) in 1996. Seventeen riders from nine Asian countries converged in Sepang to kick off the season; all participants rode on a single platform, the Suzuki FU150.



KING OF SUZUKA

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The SAC, which is Suzuki's rider development program for Asian racers, was added this year as a new category under the ARRC.

It is managed by Yukio Kagayama, a professional motorcycle racer himself who also has an abundant experience as team manager. He began motorcycle racing in 1990, spending many years in the All Japan Road Race Championship, and even finished fourth in 2001.

SUZUKA CIRCUIT

The series' Round 3 was held at the Suzuka Circuit in Japan—one of the most difficult tracks in the world—making it a home race for both Suzuki and Kagayama.

Uniquely colorful and festive, motorsports has been celebrated in Japan in more ways than one as it is deeply ingrained in the people's way of life. Over the years, the Japanese's love for speed gained a steady following and international attention. It also awakened a new kind of soul among young Japanese riders aspiring to carve a name for themselves, inspired to be the best racers like their predecessors. It is no surprise then that in this year alone, 10 motorsport events are being held in this famed arena.

TEAM SUZUKI PILIPINAS' FIRST PODIUM FINISH

For Team Suzuki Pilipinas, managed by Monch Bontogon, the ARRC-Suzuki Asian Challenge is much to be excited about. The team jumped in jubilation when on the final lap of Race 1, rider #46 April King Mascardo braved the slippery track and stayed on course to secure Third Place and make it to the podium—a first for Mascardo and Team Suzuki Pilipinas.

Adding difficulty to the circuit's driving conditions was the rain that poured all day, making the track surface slippery. The high velocity of the tires also caused the water to turn into a fog-like mist that blurred the riders' visibility.

Many of the riders struggled to control their bikes under such weather condition. Most of them got thrown out of the track, tumbling and tossing like mere toys. Thankfully, there were no casualties and none got seriously injured.

Unscathed, Mascardo clocked in 3'18.694 at the end of the final lap. He proudly waved the Philippine flag as he stood on the podium in surprise. At the press conference, Mascardo exuded a mixture of humility and joy as the international press interviewed him. Was he nervous? He would be the first to admit it, but he confidently answered the questions. He thanked his sponsors, fellow riders, coach, mechanic, and Suzuki Philippines, particularly Suzuki Philippines Racing Head Noel Villapando, for believing in him.



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Securing a huge feat for the team, Mascardo proved that even beginners like him have what it takes to be 'king' of high speed racing. His win at the famous Suzuka Circuit amid extreme challenges unfamiliar to him is now included in the annals of motorsports history.

In Race 1, Team Suzuki Pilipinas riders Mascardo, Lorenzo D. Rellosa III (#24), and Mario U. Borbon Jr. (#29) exhibited strength and focus despite the difficulties. Their performance even leveled up as each of them advanced in their rankings.

At the end of the day Team Suzuki Philippines returned to the hotel elated, with renewed hopes of winning in Race 2.

RACE 2

The final day of the race came and Team Suzuki Pilipinas headed for the circuit half an hour early. It was another hazy morning and it continued to drizzle, but nothing can squash the hope of our riders. The team was still relishing the sweet victory of the first race. Come what may, the thought of going back home with a significant achievement was enough reason to celebrate.

As expected, the track remained challenging for all the riders due to the weather. The other race categories scheduled for the morning run had to battle the tough condition with extra care. Fortunately for the SAC riders, the sky cleared by midday just before the start of Race 2.

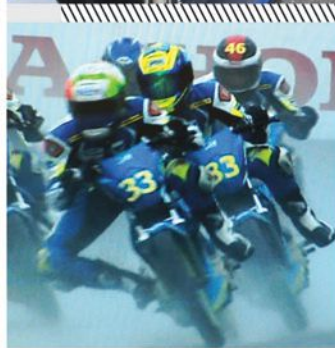
Team Suzuki Pilipinas took their designated places on the grid with Rellosa III, Mascardo, and Borbon Jr. at the 9th, 11th, and 15th positions, respectively. Having achieved victory in Race 1 courtesy of Mascardo, it's not unthinkable for our young riders to do the same or better.

The moment the green flag was waved down during the second race, the riders roared in full blast, trying to out-maneuver each other in order to create a wide gap and leave the rest behind. It was pure energy as the combined sound of the bikes reverberated throughout the circuit. The speed of my camera could hardly follow the speeding bikes.

The first lap was neck on neck between Patis Chooprat (#98) of Thailand and Takeru Murase (#83) of Japan. Chooprat sustained a minor left shoulder injury when he slipped and skidded off the track during the first race. It was a disappointing day for him as he bowed out of the first race. Murase managed to take the lead, clocking in at 2'59.130 on the first lap while Chooprat was a fraction of a second behind at 2'59.769. Indonesian Andreas Gunawan, Race 1 winner, followed not too far behind the two at 3'00.271.



The Podium



Mascardo of Team Suzuki Pilipinas gained speed after two laps with a decent 3'01.854 on the clock putting him at 6th then eventually 4th place. Borbon Jr. moved up to 12th at the third lap while Lorenzo dropped to 15th. Gunawan eventually overtook Chooprat in the middle of Lap 3 to secure 2nd place.

Mascardo kept his speed and remained at 4th up to the end of Lap 3. Unexpectedly, the rest of the riders thronged, and Mascardo found himself trapped in the middle of the pack unable to escape. This slowed him down costing him precious seconds. The battle suddenly dropped him to 8th Place until the end of the race.

What was shocking was when he ended in the 11th position. It was found out later that he incurred penalties at the start of the race when he jumpstarted his bike ahead of the green light. Meanwhile, Chooprat took second when Gunawan miscalculated his move at the last turn causing him to skid on the edge of the curved track as they were nearing the finish line. Gunawan nearly lost control as he was engaging a sharp turn, slowing himself considerably. A final result yielded Murase as the winner, followed by Chooprat, and finally Gunawan at third.

A NEED FOR SPEED

By comparison with other Asian riders, these young Filipino riders are relatively inexperienced, but the way they performed at the Suzuka Circuit the last three days (including the qualifying round) has been exceptionally well and at par with the rest.

Indonesians and Thais started developing their skills at a very young age. They have riders starting as young as 14 years of age. They also practice and compete on a regular basis. Motorsports is huge in their country. This gives us the sense that our riders have so much potential when trained properly and given the best support—best coach, gear, and education.

Motorsports is one arena and discipline our young aspirants can truly excel in. It is noteworthy that Suzuki Philippines, Inc. sees the value of investing part of their resources in developing young Asian riders, including Filipinos, to become world-class motorsport racers.

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Inside Out

Words **CARMELA MARAAN FERNANDO**

OPENS August 19

Pixar films is that it offers a much more intimate glimpse into what goes on in an adolescent's mind once he or she begins to grow up. Unlike other Pixar movies that focus on an external event to signify a child's coming of age, *Inside Out* allows us to look into that transitional period where a child has to cope with what goes on outside her body and inside her mind at the same time.

In that respect, the story manages to balance creativity, warmth, and realism in a way that teaches the viewer that all emotions serve their own unique purpose. It also sends the message that being in touch with one's feelings is critical to one's mental health and social adjustment.

The beauty of *Inside Out* is that it doesn't sugarcoat the fact that some children will experience depression in their prepubescent years, especially if they face a life change or crisis. But it also eases you into the subject gently, reminding us that this tumultuous time is when a preteen needs love and understanding the most. It's truly a powerful tale that will take viewers of all ages on a personal journey to their most meaningful memories, and let them connect with their loved ones on a better level.

Inside Out also features the voices of Mindy Kaling, Diane Lane, Kyle MacLachlan, Bill Hader, Lewis Black, and Richard Kind. Bring the kids, and break out the popcorn and Kleenex because this coming-of-age movie about feelings will effortlessly give you the feels.

Starring the voice of Amy Poehler as Joy, Disney's *Inside Out* illustrates the rapidly changing feelings of 11-year-old Riley (voiced by Kaitlyn Dias), as she struggles to keep up with a drastically new lifestyle.

The adventure unfolds when Riley's dad takes a job in San Francisco and her family transfers from Minnesota to the West Coast. This causes her anthropomorphized emotions—Joy, Sadness, Anger, Disgust, and Fear—to go into a tailspin as she adjusts to a completely new environment. Coupled with her budding adolescent changes, dealing with a new emotional roller coaster becomes extra fun and extra challenging.

We all went through that phase, so *Inside Out* is definitely a relatable tale. It's reportedly a hit among child psychiatrists, because the story provides a humorous and inventive vehicle that could help kids identify and express their own emotions. It also invites parents to empathize with their children a little bit more easily.

What sets this movie apart from other end-of-childhood Disney



BUZZ FEED

Only 45 animators worked on *Inside Out*, a small number compared with previous Pixar films.

The

heart is a myth.
We feel with the brain.

It's about time that a children's animated movie explored this concept: that our emotional makeup, the state of feeling and its management, is actually a function of the mind.

IT'S THE GLOW
THAT WILL
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The Man from U.N.C.L.E.

OPENS August 13

Set in the 1960s

during the Cold War, *The Man from U.N.C.L.E.* sees CIA agent Napoleon Solo (Henry Cavill) and KGB operative Ilya Kuryakin (Armie Hammer) team up to stop an international criminal organization.

Directed by Guy Ritchie, this movie is an adaptation of the classic 1960s TV

series of the same title. Both agents are tasked to locate a powerful myterious criminal organization that's hell-bent on acquiring the most advanced nuclear weapons and technology for their own benefit. To do this, they must find a missing German scientist to infiltrate the organization in time and stop an impending nuclear disaster.

The Man from U.N.C.L.E. is sleek and sexy, and shows plenty of promise as an exciting yet elegant spy film of the swinging sixties era. The movie also stars Alicia Vikander, Jared Harris, Hugh Grant, and Elizabeth Debicki, and is rumored to include David Beckham in the cast.

PIXELS

OPENS August 26

"Not another video game movie," may be your rallying cry because generally, movie adaptations of video games haven't really fared that well.

Still, you could give *Pixels* a try because: how bad can it get with Adam Sandler and Kevin James in the lead; evil '80s video game characters turn people into pixels; and Peter Dinklage—in a mullet.

In the movie, aliens misinterpret video feeds of arcade games as a declaration of war, spurring them to retaliate against Earthlings. Only Sandler's ragtag team of ex-gamers have what it takes to stop the war before the entire planet is pixelated into smithereens.

We're sure this movie is more likely to appeal to gamer kids from the '80s, mainly because of the nostalgia. Humor doesn't seem to be all there, but you may find a few good laughs every now and then. And if you're a fan of Sandler, you're in for a treat.



HITMAN: AGENT 47

OPENS August 26

We have a thing for highly efficient and extremely deadly assassins. If this movie turns out well, Agent 47 may be joining our list of favorites.

In *Hitman: Agent 47*, Rupert Friend plays Agent 47, the only name given to him as a spy and hitman hired by an exclusive organization. He ends up working with a young woman named Katia van Dees (Hannah Ware), who turns out to be another genetically engineered assassin like 47. Together, they

combine their superior speed, strength, and intelligence to thwart the enemy syndicate and find Katia's long-lost father.

Hitman: Agent 47 is based on a stealth game series of the same title, its 2007 onscreen predecessor being *Hitman* (starring Timothy Olyphant).

There are hallmarks of the movie risking becoming a generic action spy thriller, but it's worth watching for at least the first 30 minutes. If fancy stunts and lightning-fast killer moves get your juices flowing, stick with it to the end.



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- Increases vitamin E and iron absorption
- Promotes healthy healing of wounds and burns

Calcium-Cee is available at Mercury Drug.



A REAL EXPERIENCE

Interview and photos
COURTESY OF 20th CENTURY FOX

INTERVIEW WITH *FANTASTIC FOUR*'S
JAMIE BELL EXPLORES MOTION
CAPTURE, COMIC BOOKS,
AND PLAYING THE THING



📷 John Russo



amie Bell plays Benjamin “Ben” Grimm in the highly anticipated superhero film *Fantastic Four*, which will open nationwide on August 5 from 20th Century Fox.

Along with Reed Richards (Miles Teller), Sue Storm (Kate Mara), and Johnny Storm (Michael B. Jordan), Ben’s physical form is forever changed after a journey to an alternative universe. Ben’s transformation leaves him encased in a moving rock that regenerates when damaged. It gives him epic strength, but leaves him insensitive to touch. After the change, he becomes known as “The Thing.”



What can we expect from this version of the *Fantastic Four*?

An original vision. It’s a very unique take on a beloved comic book property—familiar characters with familiar powers, but told with a very new lensing by a director whose previous work, *Chronicle*, was very similar, in that he took what was a familiar idea—what happens when kids somehow get super powers—and made something very different. With this movie, you’re going to see something you know and love told in a unique way. I’m excited to be a part of it because I haven’t really seen a superhero movie quite like this.

This film sort of dips into various incarnations of the *Fantastic Four* from the comic books. Is that right?

Well, I am not a comic book mythologist, but I did pick up a few of the early editions just to see the origins of these people. Like most comic books, as they progress and evolve, there are always new incarnations, new versions of these people all the time. *Fantastic Four* has its own versions of those things. So, I think Josh [Trank] as a filmmaker and Simon [Kinberg] as a writer are influenced by the source material, but I just don’t think they’re dependent on it.

A REAL EXPERIENCE



I don’t think this movie is being lifted from one set of pages anywhere, but they’ve agreed on a tone and have taken these characters into that tone. They are the comic world’s first family. That idea still exists. I think that the best thing about *Fantastic Four* is the idea of family, and we stay true to that. But the rest is not specifically lifted from anything.

Let’s talk a little bit about your character, Ben Grimm, The Thing. It seems like it would be a good challenge for an actor to play someone so physically different. And presumably your experience of motion capture work on *Tintin* helped?

I’d met Josh previously and we talked a lot about *Tintin*, about the process, which he was really fascinated by. A year later, he calls me and says, “How would you feel about doing this?” Suddenly his interest made sense because it’s the same process that we would need to use for this character. I was intrigued. I mean, if you look at the work of the great Andy Serkis, you can see how powerful a tool it [motion capture] can be in terms of bringing a character to life.

I talked to Josh about the character and his simplicity. There’s nothing too complicated about any of these people, really, but especially my character, Ben Grimm (at least in this incarnation), he’s a faithful servant to his best friend. He’s someone who errs on the side of caution. In some ways, he is a parental figure for Reed Richards, who is not understood by his own parents. He has a gift of higher intelligence that can’t be controlled, a thirst for science exploration that doesn’t really belong in a suburban Long Island residency.

And I think Ben knows this. Ben is his protector, and I think he understands that his role is to take care of him. Ben doesn’t come from much of a loving home. He’s likely encountered bullying in his life and he kind of carries himself with a bit of a hard exterior, which is ironic.

Is it like the Hulk, in that you can ‘see’ Mark Ruffalo in it? Will we be able to see Jamie Bell?

With this character, because he is not flexible (he’s literally made of rock), to some degree his facial articulation is complicated, painful almost. His face doesn’t move; he’s kind of paralyzed. So, I think Josh is going to use certain moments where he drops a bit of light down and suddenly you’re going to see these eyes looking like there’s a human being in there. I think it’s more effective. I think with Mark [Ruffalo], there isn’t any restriction; you can see a real face.

What did you and Josh discuss in terms of the character and what you're trying to achieve—what did he want and what did you want?

The one thing he always wanted was that Ben was someone who was affected. He carries himself in a certain way, in a way which was defensive, a little aggressive. He's been affected by people. He's been affected by his family. He doesn't come from a loving place, and he carries himself as such. He doesn't connect with people, and he doesn't want to connect with people. And the shame is that when he becomes The Thing, he cannot connect with people, so he's always running this edge of not engaging, not really looking.

So, it all stems from his childhood?

Yeah. I went through a tiny bit of that stuff in school, where I was just different from the other kids. I remember just having to kind of hide myself a little bit, just so that I wouldn't attract attention. I'd say Ben knows what that's like: people say things to you and it affects you. You learn to protect yourself. I think it's that kind of thing. Josh talks very cerebrally when he talks about characters. He doesn't talk in broad strokes. He's very particular.

Jamie Bell plays Benjamin "Ben" Grimm in the highly anticipated superhero film *Fantastic Four*

Looking back over the shoot, what would you say was the biggest challenge?

Without question: trying to imagine what it would be like to have such a monstrous thing happen to you at such a critical moment in your life. I mean, these are teenagers—18, 19—on the cusp of figuring out what they want to do with their lives. And that is not possible anymore, especially for my character. Dreams are just gone.

And physically, how do you bring that to life? The way this person would move, how comfortable he is with his body, how comfortable he is with looking at people, making eye contact. There is so much shame and so much...you know, he probably makes himself sick, the idea of himself. Trying to get all of that into a character and then wear these stilts to kind of try and simulate the height of him—and I would kind of move my face around and try to restrict myself—so stuff would be harder to articulate. Trying to get under the nails of that was tricky and kind of tiring.

Did you reference any other films or characters?

My influences for the movie were all sorts of things from *The Elephant Man* to *Edward Scissorhands* to, you know, just movies of people where something happens to them but there's still so much soul in the person from the actor. That was really what I drew from.

What can people expect from *Fantastic Four*?

What I think is, if a friend of yours sees the movie and you ask, "How was the *Fantastic Four*?" I think the answer will be, "You just have to see it."

Because it's not doing what a lot of comic book movies are doing. It's not *X-Men*, though I admire what they've done with that franchise. It's not *Captain America* and all that stuff. Those films have a certain formula and you can't get away from it, and they work. But *Fantastic Four* isn't playing by those rules, so I'm really excited to be part of something that isn't doing that.

I do know that when people come out of the movie, because of Josh's dedication to it, they'll go, "I haven't seen anything like that." It's a real experience.



MEET JAMIE BELL

Jamie Bell first came to prominence with his debut role in 2000's British dance drama *Billy Elliott*. As the titular lead, Bell played 11-year-old Billy, an aspiring ballet dancer who has to face bullying and negative stereotyping. The film was set against the backdrop of the 1984-85 coal miners' strike, and its feel-good tone struck a chord with audiences worldwide. Both Bell's acting and dancing received copious praise.

Since then, he has been in several worldwide blockbusters, including Peter Jackson's *King Kong*, Steven Spielberg's *Tintin*, and Doug Liman's *Jumper*. He has also worked with acclaimed directors Clint Eastwood (*Flags of Our Fathers*), Edward Zwick (*Defiance*), and Lars Von Trier (*Nymphomaniac*), among others.

He has starred in period dramas such as *Jane Eyre* and *Nicholas Nickleby*; and independent films,

including *Filth* and *Dear Wendy*. He now stars in the AMC series *TURN: Washington Spies*.

Bell was also part of 2014's *Snowpiercer*, an international sensation and one of the best-reviewed films of the year.

Bell's work on *Tintin* ensured he was familiar with motion capture filming, a technique used by the *Fantastic Four*'s director Josh Trank to help create The Thing.

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RIDING ISN'T JUST ABOUT BEING ON THE ROAD

Ropali Classics

Words **JOHN SOSMEÑA**
Photos **ANTONIO JOSE GALAURAN** and **JOHN SOSMEÑA**

IT'S NO LONGER JUST ABOUT RIDING WITH STYLE ANYMORE BUT REPPIN' WITH YOUR SQUAD AT THE BEST BIKE HANGOUT SPOT AS WELL. WITH ROPALI CLASSICS' WARM AMBIENCE, FRIENDLY FACES, AND BADASS BIKES, IT'S EVERY GEARHEAD'S DREAM COME TRUE IN ONE SHOWROOM CAFÉ.

RICH HISTORY

Being in the motorcycle industry since 1992 and with 123 branches nationwide, Ropali is no stranger to the ins and outs of motorcycles. Housing everything from your everyday scooter to your not so average sports bike, all the way to the classics of the classics, Ropali Classics has certainly caught the eyes and ears of Filipino motorcycle enthusiasts. It aims to be a one-stop shop for bikers young and old, where you can share your knowledge, experience, and stories on the road, while ogling at the dream-worthy bikes on display.

FIRST LOOK

Your first few steps into Ropali Classics are the ones you will remember forever. The smell of fresh tires, clean metal, leather jackets, and coffee brewing at the minibar is such a heartwarming experience for any gearhead. Immediately after entering, the wall to your right will have you taking out your smartphone to Instagram its full of decal that hits a sweet spot in every biker's heart. Plus, the Ariel Red Hunter classic on display that you can actually lean on is a bonus.



More funky designs await as you tour the showroom café, complete with a foosball table, leather couches, hardwood tables, kickass murals, and of course, bikes—lots of them, crazy amounts in crazy fashion, and in all shapes, sizes, and ages, too.

Luckily for anyone who's wanting to know more about what the buzz and hype is about all of these motorcycles—some we've never even seen before—Ropali's got a team that's sure to put you back on the know-how, complete with laughs, a beer, and a damn good time to boot.

Dark Horse MNL, the boys responsible for restoring some of the classic and oldest bikes, are always there to give you a hand and a tour. With their knowledge and wit, you're sure to have a good time.

Ropali Classics
is located at
Ropali Plaza,
Escriva Dr.,
Ortigas Center,
Pasig

WHAT'S DIFFERENT?

Aldous Alingog, Ropali's General Manager, had the vision of bringing in the biking community together, especially the vintage bike enthusiasts. It's all about bringing back the camaraderie, the love, and the lifestyle that gather people who speak the same language under one roof.

Unlike the rest of Ropali Motorcycles' branches, Ropali Classics puts premium on the vibe and the atmosphere, aside from the core mission of catering to your motorcycle needs. Being the first leisure bike shop, it serves as an all-in-one hub that gives bikers the comfort and respect they deserve. It's not just about selling you a bike and letting you ride off into the sunset alone. At Ropali Classics, they'll get you dressed, whip you up a sandwich, and give you a sitrep of what's to come and what's on trend—much like a service center with the perks of a restaurant and an apparel boutique. Neat, right? Besides all the stuff they're already offering now (e.g., Royal Enfield, BMW restoration), Ropali Classics is also the exclusive distributor of Ural Motorcycles.

Ropali Classics also hosts events. From media launches to motor club meetings, it serves as a haven for people who are into the design and atmosphere of the place, and for all the good reasons. Aside from being an events venue, Ropali Classics also holds their own little get-togethers. "Thursdays are the new Saturdays," said Mel Aquino of Dark Horse MNL. Every week, motorists from all walks of life gather at Ropali Classics for some good food, drinks, and company. They called it "Tambay Thursdays," where anybody can chill out, pig out, and talk about bikes to their heart's content.

Some things are better kept classic—and Ropali Classics does its share of keeping the same old-same olds fresh and vibrant. Whether you're a long-time bike fan or a curious novice, you are welcome to this place where modern meets classic.

As Kit Nicolas of Dark Horse MNL said, "It's all about the love—the love for motorcycles," while Mel at the back yelled, "Yee-uh!"

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TOY RUN STAYS STRONG



Amid getting stressed with all the deadlines and work that need at least five clones of mine to accomplish, my MP Turbo colleagues and I have found the right outlet to bring back our passion for life.

This huge undertaking is our humanitarian mission called Toy Run, wherein we drive for more than 1,800km back and forth Leyte to bring toys, school supplies, chairs, construction materials, and funds to the victims of Typhoon Yolanda. The campaign has recently accomplished its 7th run since 2013.

For people who have just heard of the Toy Run, this also serves as our memento to the late actor Paul Walker, who was killed during a Los Angeles charity event he organized to bring toys and other stuff to the Typhoon Yolanda victims and survivors in the Philippines. Losing him after doing such a gallant and selfless act should not go unnoticed. We therefore adopted the name Toy Run for our missions.

The Toy Run always refreshes our spirits. There is nothing more fulfilling than seeing the smiles of children, parents, and strangers because of the toys and other goods we brought.



MIKE POTENCIANO

HURDLES AND MISHAPS

Often times, this trip had proven dangerous. We had witnessed accidents along the way during the past six runs. We had seen the remains of a deadly collision between a bus and a van that killed at least five people after they donated to Leyte; a lot of buses/trucks that went off the road; motorcycles that crashed onto each other; and a Mitsubishi Adventure that lost control and fell into a ravine in front of our eyes. (Luckily, no one was killed and we were the first to help the passengers out of their vehicle.)

On our 7th run, the MP Turbo team faced these dangers from inside a Thunder pickup and a View Traveller from Foton. The original goal was to bring 150 chairs, school supplies, copies of *Speed*, and the customary toys to Tanauan, Leyte. We decided to load our cargo on a small trailer for the Thunder to pull.

We knew that the voyage will be tricky and longer than usual. However, we had an unfortunate incident early on when our trailer turned turtle carrying the chairs. Upon careful inspection, we found that the trailing arm bolt broke, which caused the axle to come loose and toppled the trailer.

The Foton Thunder and View Traveller, which were already loaded, could only carry 60 chairs. Leaving the rest at our house, we decided to postpone our trip for a day. With a lot of prayers and no fanfare, our small group of seven people then started the 24-hour drive to Tanauan after dinner.

THUNDERING TO LEYTE

The Thunder was proving to be a very capable pickup. We never complained along the way. The ride was good, especially since the truck was fully loaded. Handling around curves was also impressive because it was neutral.

However, the pickup already had more than 40,000km in its odometer and the clutch was getting hard to regulate with the left foot. We knew this might be a problem in the return trip but luckily, the clutch held well even if we had heavy tents loaded coming home.

The impressive thing about this Foton was the Cummins 2.8L turbocharged engine. The engine never lost power and never sounded rough during the whole trip. But the best part of it was fuel efficiency. We consumed more than 15kpl—combined use on mountainous roads and with heavy load—which was very commendable.

A BETTER VIEW

The big View Traveller van was a godsend because of its huge interior space and seating capacity of 18. The van behaved very well for a big vehicle and was easy enough to drive even up inclines on mountainous roads. The van's construction was solid and didn't give us any problems all the way.

The View Traveller also had the Cummins engine and got rave reviews again for its power and efficiency. With 380Nm of torque, the Cummins can easily move the Thunder and View Traveller even with the heavy load. Usually, long trips expose the defects of vehicles, but the MP Turbo team is happy to report that the Cummins engine passed with high scores. There were only the minor issues with build quality, but major concerns such as brakes, suspension, and driving dynamics were all good and deserving of praise.

With the help of a lot of people who made this run possible, the children of Tanauan and their parents were made very happy. We endured the rains that threatened to close the ports, survived the trip back unscathed, and didn't get into any accident after the trailer problem. **\$**



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COVER GIRL



Black sequined cropped top
& joggers by BANGGO NIU



Rhian

"I like scary things."

Let's see. She has done bungee jumping, has taken up car racing as a hobby, accepts random and difficult acting roles just two days before shooting starts, and will be crossing off sky diving from her bucket list.

Ramos

INTERVIEW BY
PAT CALICA

PHOTOGRAPHS BY
ROY MACAM



COVER GIRL



Yes,

**Speed August
2015 cover girl
Rhian Ramos
definitely likes
scary things—
except horror
movies.**

NEED FOR SPEED

"I can change a flat tire. I've done it a couple of times. I think every girl should be [able to change a flat tire]," said Rhian—beautiful, sexy, and smart Rhian. When you add her innate cheerfulness and ability to change a tire, Rhian makes up the girl of your dreams.

She got the first taste of car racing at the Toyota Vios Cup in early 2014. What she experienced led her to stick to this thrilling hobby.

"I really wanted to learn. I wanted to stay there and be taught," the young actress confessed. Today, Rhian also joins MINI Cooper races and plans to know more about motorsports. "I've never raced a rear-wheel drive, [but] I want to learn."

How are you as a driver on and off the track?

I'm a little bit of a worrier. Whenever I'm about to do something, I always get scared for random reasons. It takes me a while to really push. On the track, for the first few laps, I'm super-duper chill, and then you'll only see me pushing not even in practice, but at the race *na talaga*.

On the road, I'm not really aggressive, especially on EDSA. I [already] got my fill [on the track]. EDSA and C5 are fun because there's so much happening. It's exciting. Sa C5, there are people who run across the street right under the footbridge. That kind of stuff doesn't happen on EDSA, so C5 scares me just a little bit more.

You see a lot of those on our city roads. Do you ever get road rage when that happens?

No, no. When people pull *bastos* moves, which there are a lot of, I don't really get mad. I'm not the type who chases people down or holds the horn forever when I'm mad. I just stay away from them because I would just rather be safe.

Shirt by **SPEED**

Have you ever charmed your way out of a traffic violation?

One time I was coming home from a taping. I left the day before and I ended taping until the sun was coming up. My coding day was beginning and I just needed to get home. Then, I got caught and I was so sorry. He was like, "Ah celebrity ka 'no?" because I had my full makeup on from taping. I had these thick eyebrows, eyelashes, contour, and lipstick.

I was like, "Yeah, I'm just on my home. I swear." Then he [said], "Alam mo kung ilan na ang VIP ang nahuli ko?" I wasn't even trying to charm my way out. I was really apologetic because I didn't mean to break any laws, but that guy did not cut me loose for sure.

What do you think we should do to improve Manila's traffic situation?

My friend James had a really awesome idea about the bus lanes on the left side instead. Then they drop people off at the stations of the LRT. Because the way it is right now, we have two bus lanes, and then they go into all of the other [lanes], and then go back to the right when they drop people off.

Also, it would be a lot less dangerous—this is all my friend James' [idea], but I completely support him—if you weren't telling the drivers that this is their quota. They wouldn't be slamming on the brakes whenever they see a couple of people at the side of the roads.

How do you prepare for a race?

I practice beforehand because when there's no race, I don't go to the track. When there's a race, I have to familiarize again with the car because I forget what it's like.

How long do you practice?

Depends on how serious or how many people are going to the race also. I get nervous when people watch. I have this stage fright when I know there are a lot of people. I get really, really nervous and I over prepare. Then I always do something awful [during the race].

When no one's around I perform really well. I don't even over prepare. I just do one practice and I'm okay na. I think how well I do is directly related to how many people there are. [The more people are watching], the worse I would do.

What's your favorite or most memorable race so far?

Probably, the first time that I got a trophy. I was so nervous and again I felt a little underprepared. I only practiced the day before. Then suddenly it rained, and I felt super confident. When it rains, I don't even worry about how slippery it is and how unexpected things happen because I'm comfortable and I enjoy it.

That's sounds more dangerous, racing on a wet track. Have you gotten into a car accident before?

Only on track. The worst one was the first because I really totaled the car. I don't know if it's back to life yet. This is a year and a half or maybe two years ago. It just had to happen *talaga* the day before the race, so it really messed with my head. I was driving so slow after because the trauma lasted so long.

I got so scared [during the crash], and it felt like it was so quiet and slo-mo, like those scenes in the movies when people get into big accidents, flying through bridges and stuff. When you know there's no way you can brake hard enough to not hit the wall, all of sudden it is in slow motion. I saw in my head a photo of myself in a hospital, and I was so scared because it was my first time.

What were the injuries you got from that one?

I got one bruise on my leg. [Thank you] so much, safety gear.

I was worrying *pala* for nothing. But that whole image in my head scared me for a while. Then I flipped it around and thought about in a different way: hey, I completely totaled that car and I got a bruise, which means I can probably do worse and not get hurt. I should drive faster. I should take more chances.

Wow, you've become so bold in taking risks now. Do you have tips for those who want to get into racing but aren't confident about their skills?

There are a lot of things that you will never ever understand until you do it. [It] doesn't matter how well the person is explaining the situation. You'll never understand what they're talking about until it happens.

I would suggest to not worry so much beforehand. Just do it and enjoy. I believe a lot in learning from experience, so just try it. If there's anything in the world that you want to do, there's only one way to know if you like it or not.

READY TO ATTACK

When we said that the *Speed* Geek shirt is hers to keep, Rhian happily exclaimed, "Thank you! I like the shirt. I like it a lot. People have been calling me a geek online so often these days, so I'm kind of owning it now."

Curious, we asked what made her earn such title. "It's because I suggested that everyone would probably attack better [on *Clash of Clans*] if they [do it] while playing the *Game of Thrones* theme." Rhian even tried to sing—hum was more like it—the *GoT* opening theme song to us.

You're a riot! So, how are you doing with *Clash of Clans*?

I'm trying to keep my level as low as possible so that I don't get attacked by strong people because they're going to steal my money and elixir.

You must be spending a lot of time online.

I have been on one of those unlimited data plan for years, so I read every single comment I have on Instagram. I can't promise I can read all the tweets [because] they just flow in and you can't really get back to them later.

I have seen every single photo that I was tagged on Instagram. I respond to tweets. Usually when it's social media, I'm pretty active. I update my own Facebook, but I usually do [it] *isang bagsakan*.

What for you is the greatest technology or gadget ever invented?

Internet.

What gadget or tech should have been invented by now?

I thought by now someone would have thought a way to make me a miniature giraffe, [or] a teacup elephant, or something [similar] because they've done it with pigs and stuff [already].

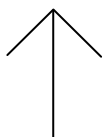
Oh, I [also] thought by now maybe people would have publicized a cure for cancer, but [right now] all the cures for cancer are kind of secret.

Anything on your gadget wishlist?

There is this drone that the way you activate it is you throw it in the air. You wear this [wrist band] so that it follows. When it's out of battery it will return itself to you. So smart!



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S6 edge
MOST USED APP
WhatsApp





COVER GIRL

Sounds like the Lily drone. It's pretty cool. Do you have any tech boobos?

I really hate it when I forget to put the tracking app on my tech because usually I'm pretty diligent about it—'yung mga anti-theft tracking apps. I probably lost two phones to thefts. I'm like: "shoot! Why didn't I put the tracking app on it?"

How do you take care of your gadgets?

This is probably the first time I put a case on my phone just because I already dropped it. Also, [I put] passwords on everything. I don't repeat passwords. I have different passwords.

Aside from racing, how do you spend your free time?

I really like going to the gym. I really like doing 360 Fitness. I like getting tired *eh*. Can you tell? I kind of talk fast, and I have a lot of energy, and I'm always kind of hyper-ish.

As active as you are, you still probably have a mellow time?

I really like making *muni-muni*. If I'm not working out, I'm probably at home being a loner and spending two hours on *Clash of Clans*, not talking to anyone, locking the door, and playing music so that I can't hear anyone knocking.

Do you like to watch movies or TV series? What's the latest you've seen?

I'm marathon-ing *Game of Thrones*. I'm re-watching the first season.

Trying to refresh your memory while waiting for the new season, huh?

It's nice and it's fun. Oh, [and] because my boyfriend hasn't seen it, I'm game to see it again.

Do you also love to travel?

When my show finishes, I plan to go to Australia because my cousin is working there. It's the first time he's been away from the family, so I'm going to go hang out with him.

What's on top of your 2015 bucket list?

This year is sky diving, which is on September. That's what I'm doing in Australia. I have a bunch of things, but it's not exactly a bucket list, and I don't really have a time frame.

JUST JUMP

"I jumped into it the same way I did with every other part of my career," Rhian said thoughtfully as we talked about her reaction when she was offered the role of Jade in *The Rich Man's Daughter* when Marian Rivera, who was supposed to star in it, became pregnant.

Rhian admitted that she was a bit reluctant accepting the role because at that time, she was trying to put up a blog and was already busy with her other non-showbiz ventures.

"I was enjoying the way it already was. I like having that whole control over my time and schedule, and everything."

Have you ever said no to roles before?

I say no to a role when I feel like it's something that I've done before or something that could probably get me typecasted. I don't really think I have an image. I just jump from one kind of character to another. It's more of a requirement for me when I accept a role, to pick someone who is something I'm not, because that's when most of my learning and self-discovery happens. It is what makes it interesting. It's scary and challenging for me.



Burgundy jacket by PAT SANTOS • black leatherette shorts by FOREVER 21

I love learning and getting immersed in something, making a mistake, learning from it, and then doing better.

You seek challenge when it comes to the roles you accept.

Yeah. I always do feel nervous before doing a new role because it's always something *na* [the character is] not much like me.

Aside from *The Rich Man's Daughter*, do you have other projects we need to look forward to?

I have one coming up on the History Channel. It's going to be their first Filipino [motoring] show called *Full Throttle*. My co-host is Sam YG, and we will do a lot of fun challenges. We were launched on July 16. We've shot a few episodes, but we'll probably start airing this month.

In your last interview with *Speed* in September 2012, you said you see yourself as a business woman in five years' time.

And that's exactly what I was getting started with before *The Rich Man's Daughter* came along. I was building on that already. I was really enjoying doing it because I love doing new things. I love learning and getting immersed in something, making a mistake, learning from it, and then doing better. *Pero* that is something that I have to put on hold. The most I can tell you—because it's not happening yet—is that it's about clothes, and it's online.

You're on track. You did say that your future business would have something to do with retail. Are you also part of the Pedro Brew Crafters?

That's a company that my sister and her friends put together. It's craft beer, so it's alive. It's got yeast. It's unpasteurized and has stronger flavors, higher calories. But that's kind of what happens when you eat something good. I'm pretty excited about that. That's something we launched in July. I'm also investing in this chill bar that will probably be carrying Pedro [Brew Crafters] as well.

What made you get into businesses?

I guess when you've gotten a little bit of experience in earning, you realize that work is only not about earning. There are a lot of things that are important to really feed the person and give a person purpose. You need strong relationships in life. You need some balance. And passion. I'm passionate about acting. *Pero* I guess I'm young and curious, [and because of] that, I'm passionate about a lot of things.

I like learning things. I like getting into things that I know little about and then finding out more that way. I didn't get the chance to go to college, so a lot of my education was through meeting people and sometimes tripping up. Just a lot of experiencing things. 

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FREE-SPIRITED CRUISER

ARIANE ARABEL ALINGOG

Purchasing and Treasury Department Group Head
Ropali Motorcycles

Interview and photos **ANTONIO JOSE GALAURAN**

Like a rider trailing through strange terrains, Ropali Motorcycles' Ariane Alingog braved living overseas to pursue her education. But never forgetting her roots, she eventually came back upon finishing her studies to help with the family's expanding motorcycle business, where she now serves as the Purchasing and Treasury Department Group Head.

Whether suited up in a corporate blazer or sporting a leather biker jacket, Ariane remains a free spirit. She unsettled the silent room with her perky character and wit, constantly cracking jokes throughout the interview—a lot of times ending in guffaws and off-the-record quotes.

Soon enough, we found ourselves talking about her love for family, cooking, and pottery, her memories of student life in Australia, and most of all, how she fell in love with the badass motorcycle industry.

The Ropali Corporation has been around for 40 years now. How was it growing up in the motorcycle industry?

Business-wise, the company started in 1975. Actually, I grew up seeing it sell agricultural machineries more than motorcycles. The motorcycle [business] started in the late '90s, so I saw the transition from selling agricultural [machineries] to motorcycles. But what it was like growing up in the family business: we were just more exposed. We saw how the company grew.

Prior to taking your post at Ropali, you studied in Australia, took up Marketing in Macquarie University, and further pursued Masters in International Hospitality and Management from the University of Western Sydney. Were all these in preparation for managing the family business?

Pretty much. We already had an idea that we would be taking over the company in the future *kasi ang dami naman eh*. There's so much that my father has built when we were growing up. I already have that mindset that I would be working with my dad, for my dad, or taking over after my dad retires.

How was your life as a student in Australia?

[As an] undergrad, I was a bad student at the beginning *kasi first time kong makawala sa pudor ng mga magulang ko*. I partied a lot [laughs].

But you know, through time, you mature. Eventually I had to study harder to be able to graduate. My study habits for my masters were so much better [that] I almost graduated with honors.

We're sure you had an unforgettable experience back there. How do you think your experience in Australia helped you once you came back here in the Philippines?

When I moved to Australia, it brought a massive culture shock to me because everything was really different. Transitioning back to the Philippines was another culture shock because my mindset became westernized [already]. [But] dealing with people [from different cultures] would be the best [thing] that I learned from living in Australia. [This is useful to me,] especially [when dealing] with our suppliers [in Ropali Motorcycles]—they are mostly Chinese and Japanese—and [managing] Filipino [employees].

Did you have any other jobs outside Ropali?

I came back immediately after my masters because my dad wanted me to help out with the business. They needed more hands to help out. Coming back here, *hindi na ako naghanap ng ibang jobs*. Also, my father only gave me a month to look for a job, and that is not possible here in the Philippines.

Quite true. So, after you came back here, what positions did you handle under Ropali?

First was [as a] management trainee for the Treasury Department of Ropali Motorcycles. I've always been with the motorcycles group *kasi I'm a marketing person*. After that, I became involved in the purchasing group, and then now, I'm the Purchasing and Treasury Group Head.

But why Ropali Motorcycles over the other businesses under Ropali Corporation?

I'm a marketing person. I can't grasp the idea of working in the bank *kasi masyadong technical. Kami dito, magulo lang*. So, my brain is into the retail and marketing more than the structured banking system. I learned to love the operations of the motorcycle [group]. If I were asked to swap with the other companies, *parang ayoko eh. Mas masaya sa'min*. Super fun sa motorcycle [group].

Can you walk us through what your typical day is like?

Most of the time, it's a mix of paper works and meetings—a lot of meetings. [On] Mondays, it's pretty much setting the goals, the wave of work of all company executives with our president. Tuesdays onwards, I'm focused more on the motorcycle group. Then the rest [of the week] would be [composed of] different meetings with the suppliers, with other departments who need light from the darkness [laughs] and who need help sa programs *nila*, and approvals. I also approve purchases and expenses.

The riders [transitioned] from having a motorcycle because they need it as a [means of] transportation, to moving on [and turning it into] a lifestyle [such as] finding a group and modifying [parts of their motorcycles].



That's certainly a lot of work. When you're not busy with the motorcycle business, what do you do to unwind?

The things I actually love doing [are] easy ones: reading a book and baking. I love baking French macarons, cookies, and muffins. I [also] love cooking pasta and steak. I love being in the kitchen. I [also] used to do pottery. I found it very calming.

You did pottery here in the Philippines?

Yeah, here in the Philippines. *Sabi ko nga*, when I first came back, I experienced culture shock, [so when] I started working, *medyo* stressful. I had to find something that would calm me.

How long were you into pottery?

Maybe six to eight months until my potter left for Zambales. [My session] was every weekend.

How do you spend your weekends now?

Cooking, baking, [and] more on taking care of my nephew and niece. My nephew is almost three years old. I took care of him since he was a baby, like five days old. I was already carrying him [then]. [During] weekends, we're at our house taking care of the kids.

You seem to be very close with your family.

Do you see yourself continuing the family business in the future?

Yes, definitely. In terms of what I see for the company in the next 10 years, I see it growing. I see the industry actually growing, sort of diversifying. It's actually in transition *ngayon*. A lot of the riders have moved up from lower CCs to a bit more expensive motorcycles, so the whole industry is growing. There are more people who are into leisure bikes; there are more people into group riding. A lot of them have started long-distance riding, so that's pretty much the market and lifestyle catered to by Ropali Classics.

You mean the industry seems to be evolving.

The riders [transitioned] from having a motorcycle because they need it as a [means of] transportation, to moving on [and turning it into] a lifestyle [such as] finding a group and modifying [parts of their motorcycles]. I think that's how they are doing now. They find a community that likes the same things, rides the same models. And I think moving forward, they might be doing more things together.

That's an interesting take. How important do you think motorcycles and the industry are to society?

Basically, for the traditional motorcycle dealership [and] those who are using the lower displacement, [the motorcycle is] giving them transportation. It's giving them means to move from one place to another and get there safely. It's giving them freedom to move [and] the power of ownership. For those who can't afford to have cars, [they] can afford to have motorcycles. [In buying motorcycles,] you feel that you own something at least, something you worked for. It's different. You strive for it. It motivates you to work because you're paying for something you really love.



FAST FACTS

Everyday gadgets: Apple iPhone 5s and MacBook Air 13"

Most used mobile apps: Facebook, Viber, Instagram

Dream motorcycles: Kawasaki Vulcan,
Ural Sidecar Motorcycles





HATAW SA TAG-ULAN

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A MONSTER SUCCESS

LAST JUNE 20, A 22,980-STRONG CROWD SHOWED UP AT THE SM MALL OF ASIA (MOA) ARENA FOR THE FIRST-EVER APPEARANCE OF MONSTER JAM IN THE PHILIPPINES, MAKING IT A SUCCESSFUL DEBUT FOR EVERYONE TO ENJOY.

All-time Monster Jam classics such as the Grave Digger, El Toro Loco, Max-D, Son-uva Digger and Dragon, and Zombie gave the crowds a roaring welcome packed with adrenaline and action. All three shows had Filipinos lining up outside the SM MOA Arena for the chance to see their favorite monster trucks revving up their engines away at center stage.

The historic event could not have made SM Lifestyle Entertainment, Inc. (SMLEI) President Edgar Tejerero happier, who expressed his heartfelt gratitude to everyone who made the first Monster Jam in Southeast Asia possible. Tejerero thanked partners Vivre Fort Entertainment and Feld Entertainment for both being instrumental in bringing the best kind of events to the Arena, pushing their boundaries further.

A dream come true for many Filipino Monster Jam fans who have actively followed the show on the internet and television, Monster Jam Manila did not disappoint as they transformed the local arena into the signature track that the trucks rampaged on, complete with the dirt hurdles and crush cars.

Whether young or old, male or female, the wide-eyed fans enjoyed the two-hour thrill ride brought by Monster Jam trucks besting each other on the tracks throughout the entire two-day show. The Monster Jam Manila proved to be an unforgettable, electrifying experience for the show's fans.



**FANCY THE NEW
FORD GT? OR ARE
YOU LUSTING
AFTER THE MACHO
F-150 RAPTOR?**



models of Ford vehicles or opt to buy schematics from Ford's library. Each .STL file (\$5 each) lets you 3D print 1:32 scale miniatures, but you can also adjust the scale as you please.

'Magic' behind two-wheel riding explained

From simple bicycle geometry to the physics of tire sizes and turning on two wheels



VAL J. GONZALES

I HAVE ALWAYS THOUGHT THAT THE REASON BICYCLES DON'T TIP OVER IS BECAUSE OF THE GYROSCOPIC EFFECTS CAUSED BY THE ROTATING WHEELS AGAINST GRAVITY. THIS MEANS THAT BEFORE GRAVITY CAN PULL DOWN AN UPRIGHT BICYCLE, THE RIDER HAS ALREADY PUSHED THE PEDAL AND ROTATED THE WHEELS FORWARD, PREVENTING THE FALL.

This series of movements happens so quick that in ultra-slow motion, it looks like there is a continuing struggle between the rider and gravity. The rider naturally falls down when he gives up pedaling. (This is the same principle keeping the International Space Station afloat and stable in space.)

However, recent studies reveal that it is just one of the many factors that make modern bicycles stable. In fact, the gyroscopic effect is not the major reason.

Staying upright

Two-wheelers, especially bicycles, are built to be stable even when no one is riding them. They only need to be pushed with enough forward speed. This shows that stability is not totally dependent on the pedal-pushing action of a rider, which is evident in motorcycles.

What makes the bike stable without a rider is actually the **trail**. The simplified math formula for getting the value of the trail is shown below.

T stands for **trail**. **R** is for the wheel **radius**. **O** is for **rake**, also known as the fork offset. The rake is the curvature formed at the end of a bicycle fork. **A** is for the angle formed with the ground by the steering **axis**.

A positive trail means that the bicycle is less likely to fall, while a negative trail suggests that a lot of effort is required to ride it.

$$T_{\text{bicycle}} = \frac{R_{\text{wheel}} \cos(A) - O_{\text{fork}}}{\sin(A)}$$



Looking at the formula, we can see that a **larger wheel increases the trail**. The trail is also greater with a smaller rake. On the other hand, **reducing the angle of the steering bar decreases the trail**.

Making the turn

Why do riders instinctively lean to the right when they make a right turn?

Leaning compensates for the centripetal force that can throw a rider off balance if he doesn't move with the turn. You can easily observe this movement during motorcycle races because of the faster speed and therefore greater force.

The left side of the equation indicates the angle of the lean (θ) a rider has to make. The right side deals with the velocity of the bike when making the turn (v); how wide or tight the turn is (R); and the acceleration to gravity (g) that causes everything atop a bicycle to fall over. Both sides must create a balance so that the rider does not fall.

For instance, in order to pull off a 45-degree leaning stunt to the right while traveling at 7.2kph, the radius of the turn must be approximately 2.5 meters. **Going too slow or too fast would make the bike unstable** and might throw you off the curve (look up tangent lines). Meanwhile, **turning too wide or too tight will make the bike more difficult to control**.

$$\tan \theta = \frac{v^2}{Rg}$$

Resistance is futile

All tires are designed and made to roll as easily as possible. Tires usually have a pre-calculated **rolling resistance coefficient (C)** that we can use to determine the **resistance force (F)**. **N** is the **normal force** exerted by a surface (or ground) to keep an object from falling. (Bike nerds only: please read up on classical mechanics.)

$$F = C_{rr} N$$

The coefficient is determined using several factors: tire construction, tire pressure, tire diameter, tire tread, and other minute elements.

On a flat surface, **tires inflated with higher pressure roll better** than those with lower pressure. This is because tires with high inflation pressure do not deform or flatten easily against the road.

However, this advantage is negated when riding off-road tracks. Tires with high inflation pressure bounce like a ball against the uneven terrain of rocks and gravel. This is because the tires are not so flexible to slightly flatten and hug the terrain.

Given the same pressure, **tires with a bigger diameter have less rolling resistance** than tires with a smaller diameter, while **tires with wider treads tend to roll better** than narrower ones.

Why? We all agree that it is much easier to roll a "round" wheel than an "oblong" wheel, right? Given the same load, a flattened wider tire looks more round than a narrower tire.

If this is the case, why do racers prefer to use very narrow tires? This is because at high speeds, narrow objects encounter less air resistance than wide objects—but air resistance is another story to resist for now.



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☐ Visa
☐ BPI Express Credit

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NAVIGATE YOUR WAY AROUND Android Auto and Apple CarPlay

Words ARITHA ZEL ZALAMEA

Which in-car software should you get? Believe it or not, it has already been chosen for you. Just look at the smartphone you're using.

If you're toting an Android device, you should naturally have Android Auto installed instead of Apple CarPlay. The two, after all, are platforms that project your smartphone's functions to your car's in-dash multimedia receiver to keep your eyes on the road and your hands on the

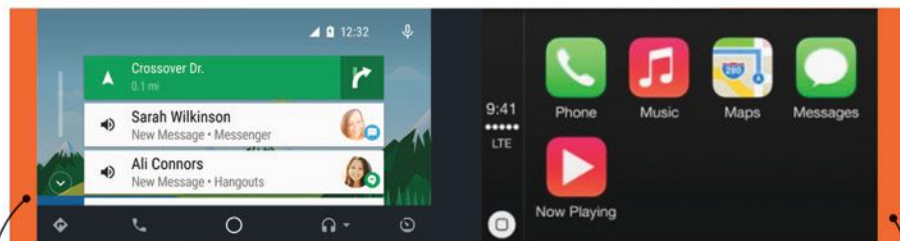
steering wheel while keeping you connected and productive. That means, like every other pairing in the world, it is just matter of compatibility.

Now that picking your platform is out of the way, read through to know what you can expect from this promising new world of automotive UIs, and how you can make use of two of the most popular standards on the market today.

INSTALLATION

 To get Android Auto on your in-dash receiver, **connect your Android device** to it. You will then be prompted to **install Android Auto** for free. Do so and make the world a little smarter. Once installed, Android Auto will run automatically whenever you plug in your phone again.

 Make sure that your CarPlay-compatible in-dash unit has the newest firmware version. **Plug in your iPhone** (5 or higher) and unlock your phone when prompted. CarPlay will then start automatically. On your next pairings, you'll just need to **tap on the Apple CarPlay icon** once you reconnect your iPhone to the receiver.



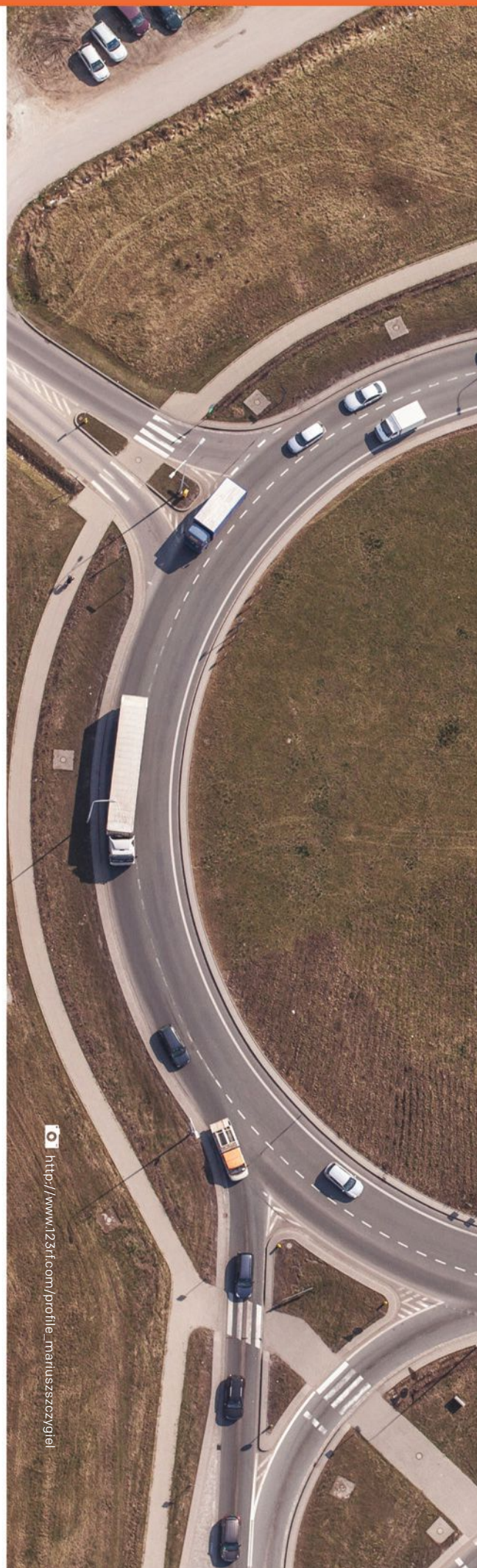
USER INTERFACE

 Open apps via quick shortcuts at the bottom of the screen. As an Android user, you won't have a problem going through the Android Auto UI since it looks pretty much the same as the mobile version of the OS.

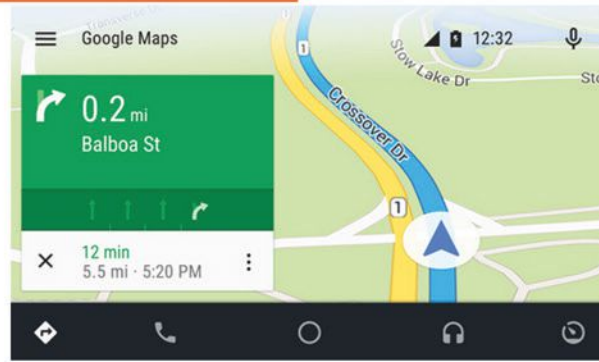
Google Now talks to you by flashing cards on the screen for you to quickly view and peruse. It gets pretty creepy, albeit useful, at times, like when it displays destination or online story suggestions based on your previous searches, or your flight details based on an e-ticket under your name and attached to an email you've received. Google Now is powerful, useful, and amazing, but it also knows no discretion; you have no control over what is being displayed, and so your passengers can have a field day learning about things they're not supposed to.

 Believe that the world is flat and see it on your screen. Like iOS, **Apple CarPlay shows all large icons on one scrollable homescreen**. It makes for easy tapping, but if you've been stacking on apps, eventually it will get taxing to keep scrolling before you get to your desired app.

Keep your business private. CarPlay is discreet when it comes to communicating with you. To inform you of missed calls or messages, for instance, CarPlay keeps it simple by showing an obscure red icon on the screen. However, it may also flash a pop-up notification on top showing from whom the message is. But at least, all your text transcripts are hidden from view.



<http://www.123f.com/profile/mariuszsczygie1>



NAVIGATION

 Launch Google Maps, set your starting point and destination, choose your means of transportation, and let the app talk you through the way, guiding you on every turn.

As the built-in navigational tool in Android Auto, **Google Maps is your only option** because the platform doesn't let you install and use third-party apps as alternatives. If you don't want to see the map during navigation, you can stay on the homescreen and be guided by a Google Now card through your journey. Google Maps does work well in this regard, but many of us have gotten used to other apps as well, particularly Waze.

 Ask Apple Maps for directions. Granted, you may not have enough confidence in the software to do that, but you really have no choice. Like Android Auto, **Apple CarPlay doesn't allow for third-party navigational apps**, which is very unfortunate in this case. Just trust in Apple to continue developing the software and perhaps make it a viable navigational option. Apple Maps also doesn't offer offline navigation, a feature that is absent in Google Maps as well.

COMMUNICATION

 Let the social butterfly in you flourish as Android Auto lets you **use not just the native SMS app and Google Hangouts, but also third-party programs** such as WhatsApp and Skype. Text-to-speech ensures you don't have to fix your eyes on the display to read your messages; it is prompted as soon as you tap on your new message notification. Replying via voice command frees your hands as well.



 Stick to your iOS ways with iMessage and SMS. You should be happy and satisfied with that because **you can't install and use third-party communication apps** on Apple CarPlay. Text messages are read aloud with a tap of a button, while Siri got you covered by taking dictation from you to reply to your text messages.

MEDIA

 Get your music streaming fix on Android Auto with Google Play Music. You get the service for free for 90 days. If you don't subscribe, **Google Play Music serves as your audio player**. If Google Play Music isn't your cup of tea, you have the option to **use third-party apps such as Spotify and iHeart Radio**.

 Bask in the glory of **iTunes Music and Podcasts** on Apple CarPlay. If you're a hardcore Apple user, you probably don't use other music apps anymore, but like on Android Auto, you can **switch to third-party programs**, including the aforementioned Spotify and iHeart Radio.

VIRTUAL ASSISTANT

 Let **Google Now take care of you** and give you doses of information you need (and don't) along the way. You can interact with it via voice command, and it would gladly schedule reminders, initiate calls, answer questions, and provide turn-by-turn navigation per your request.

 Just talk and drive because **Siri does what Siri does well** even on Apple CarPlay and keeps the wit and humor you love. In fact, Siri pretty much controls the whole CarPlay for you. That means, aside from the usual tasks of dictating text messages for sending and penciling in calendar appointments, you can continue your banter with Siri by asking all the silly questions and being amused by the answers thrown back at you.

HARDWARE

 Enjoy the perks of Android Auto by getting yourself **a device running Android Lollipop or higher**. Unfortunately, having an Android phone may not guarantee that Android Auto will work well. Issues with certain smartphones and receiver models have been reported, so it would do you well to test your mobile device and receiver together before jumping in.

 Grab an **iDevice with a Lightning connector** and you're good to go as long as you have the newest iOS version installed. If you're toting an iPhone 5 or higher, you should be safe. Worries and uncertainties have no place in the Apple CarPlay world. Just ask Siri.

DRIVE DEFENSIVELY IN THE RAIN

Words KRIS LIM

For every motorist, driving in the rain is one of the most frightening things to do. The moist on your windshield and blurry vision due to the heavy downpour are just two reasons why people get into car accidents.

In the Philippines, the argument of flashing headlights in heavy downpour increases due to unfamiliar road safety education. With volumes of accidents during the rainy season, it is important that we educate ourselves with safety precautions. Here are some helpful rules to live by to ensure you drive safely in the rain.

RULE 1: WEAR YOUR SEAT BELT AT ALL TIMES.

Before you start your car, make sure to wear your seat belt. Almost 90 percent of Filipino motorists don't use seat belts. In a crash, you're twice as likely to die if you don't wear one.

RULE 2: CHECK YOUR CAR'S CONDITION.

Before you hit the road, always check your tire pressure, brake fluid, engine oil, engine coolant, washers, wipers, and fuel gauge. You also need to secure or remove any loose objects, set the correct driving position, and adjust your mirrors.

RULE 3: DON'T DRINK AND DRIVE.

This is probably the most common reason for road accidents. Don't drive if you consumed alcohol. Any amount of alcohol will affect your driving ability.

RULE 4: KEEP BOTH HANDS ON THE STEERING WHEEL.

Distraction is one of the common causes of road accidents. In the Philippines, mobile texting while driving has become the number one distraction for many motorists, frequently resulting in death or serious injury. Make sure you always keep both hands on the steering wheel while driving.

RULE 5: KEEP A SAFE DISTANCE.

Always keep a 3-second gap rule between you and the vehicle in front of you. This will allow you to avoid hitting the vehicle in front of you in case it or you need to brake suddenly, especially in bad weather.

RULE 6: TURN ON YOUR HEADLIGHTS.

During heavy downpour, it's so important to turn on your headlights even in daylight. This will make it easier for you to see what is in front of you; thus, preventing any accidents.

RULE 7: DRIVE SLOWLY.

You don't need to drive like you're a *Fast and Furious* character, especially in the rain. Remember, you are not filming a movie, so drive slowly.

RULE 8: BE OBSERVANT ON THE ROAD.

Be sure to use your signal lights properly when changing lanes or overtaking. Always stay alert and watch for road signs that indicate danger. Do not steer sharply on tight bends; your vehicle may lose balance and rollover. A good driver looks ahead to spot any changes on the road surface.

RULE 9: PLAN YOUR TRIP.

Always check the weather, traffic, and road conditions. Don't panic if you miss an exit on a highway; just get off at the next one. The life you save could be your own.

RULE 10: AVOID DRIVING IN FLOODED AREAS.

Don't risk driving in flooded areas. Flooding your vehicle can cause the engine to stall. You must remember that your car is only good for land and not in water.

RULE 11: BE AWARE OF HYDROPLANING.

This happens when you are driving on a wet surface. Your car traction is reduced significantly, which unables you to control your steering wheel. If you're in that situation, the least you can do is to let go of the gas pedal and drive straight out of that pandemonium.

RULE 12: DON'T USE HAZARD LIGHTS DURING A HEAVY DOWNPOUR.

When your hazards lights are on, the drivers following you will not know if you intend to switch lanes or stop. The reason why it is called a "hazard" light is because turning it on means you are in a state of emergency. Flashing those headlights might distract motorists, especially in a heavy downpour.

A shorter version of this article was previously published on carmudi.com.ph.

Choose between manual and automatic

Consider these when choosing which car type to buy

Words KRIS LIM

Manual or automatic? This has always been a question lingering in the minds of motorists, especially for those purchasing cars for the first time. But whatever kind of transmission you buy, keep in mind that it's always for your good use. You may decide to go for an automatic (AT) because you feel that you're too old to battle against the gridlock of EDSA, or manual (MT) because the stick shift offers a poignant recollection in your head.



Here is the difference between the two to guide you in choosing the transmission type to fit your lifestyle. After reading this, you should be able to understand the value of both transmission types and make an informed choice.

MANUAL OR STICK SHIFT

This is one of the most common uses of transmission. The manual transmission requires the driver to push down the clutch pedal and change gears using the shifter. The only disadvantage is that the driver continually coordinates with clutch and gears, which is why this is called a "stick shift."

Despite the effortless features of automatic transmission, some drivers still prefer this type of transmission for four reasons:

- 1 Easier to maintain.** Yes that's true. Whether you like it or not, manual cars require small maintenance, and repairs are not that costly.
- 2 Higher fuel efficiency.** Some won't agree with this as some automatic

transmission cars provide better fuel mileage. Overall, I would say that manual transmission has an edge over the automatic one, simply because of your control on the gears. As a result, you'll end up getting a better mileage compared to automatic tranny.

- 3 Better stability and control.** We all know that automatic transmission is like an automated machine—they are designed to select the best gear in any condition. But sometimes they make their own mistakes on the side by switching to a higher gear, hence, wasting more engine power. Meantime, manual tranny gives drivers greater control over the vehicle.

- 4 Cheaper price.** Automatic transmission is far more expensive than manual ones.

AUTOMATIC

How does it work? On an automatic car, the gears shift without the need for the driver's prompt. Just put the car into "drive" mode and the automatic transmission does the

job, and this offers several advantages over manual transmission.

- 1 Easier to use.** No one in this world will tell you that manual transmission is much easier than automatic ones. Even a 10-year-old kid can operate an automatic car. All you need to do is focus on the steering wheel and gas pedal when the car is running. Overall, the automatic tranny is much simpler and easier to operate.
- 2 Breezy uphill drive.** Navigating steep inclines is a normal task for any motorist, and this serves as a graduation rite for student drivers learning how to control the gas, brake, and clutch pedals like a pro. In the case of automatic transmission, this is not a problem at all on "drive" mode.
- 3 Perfect in heavy traffic.** This is one of the best features of automatic transmission: You don't need to step on the gas pedal all the time during traffic. All you need to do is to step on the brake pedal at stops.

CREATIVE CONTROL IN A SMALL PACKAGE



Q

Dear Speed,

I want to surprise my wife on our 7th wedding anniversary this August with a brand new camera.

She really wants the basic Nikon DSLR, but it's quite heavy. Can you recommend a smaller and lighter camera with the same photo quality of a DSLR?

Thank you very much.

Michael Quintana

+ A

Hi, Michael.

Lucky you, there are a lot of cameras that should fit the bill. You need only look at the mirrorless camera market, or compact system camera (CSC), as most people now call it. Like DSLRs, these shooters provide you with huge sensors, offer great image quality, and let you change lenses—except that since there's no

mirror box in the build, these cameras are compact and smaller than their DSLR counterparts.

So back to your question. What you'll get your wife for your anniversary really depends on how deep your pockets are. There are CSCs that are more affordable than others—last year's Sony a5000, for instance, costs around P25,000—while some, like the new Fujifilm X-T10, will set you back by at least P40,000. The full-frame Sony a7R II, goes for a whopping \$3,000.

Consider, too, her brand loyalty. If she has always been a Nikon fan, then you should probably go for the new J5 from the brand's 1 series. It features a traditional PASM dial, a tiltable screen, 1-inch sensor (20.8MP), and 4K video shooting.

Other notable cameras you should add to your short list are the Olympus OM-D E-M5 II, Panasonic Lumix GM5, Samsung NX1, and Fujifilm X-T1.



Because you're such a sweet and generous husband, we thought we'd give you something, too: a gift pack worth P3,795 that includes a **Scosche Magic Mount XL Surface**, **Scosche 12W USB car charger**, **Yell dual USB car charger**, and **Yell 3-port USB power adapter**.

Congratulations to you and your wife! Happy 7th anniversary!

EMAIL SENT...OOPS!

I sometimes send emails that shouldn't be sent yet or at all—an angry email, an unedited or incomplete one, etc. I know I should do my part and be more careful next time, but I was just wondering: is there a feature that lets you un-send an email?

Karla delos Angeles

Hi, Karla. We understand—who among us hasn't sent an email and regretted it later? There are some email programs that offer an option to recall an email, but you're not assured that your recipient won't receive it.

If you're on Gmail, here's good news: the Undo Send feature is now an official part of Gmail. It waits a few seconds—up to 30—before it actually sends your email, buying you time to change your mind. Here's how to enable it:

- Log in to your Gmail account and click on Settings (gear icon) in the upper right corner.
- Settings > General tab
- Look for the setting that says 'Undo Send' and click on the box to enable it.
- Set the cancellation period. Choose from 5, 10, 20, and 30 seconds.
- Scroll to the bottom of the Settings screen and click the Save Changes button.



WHERE'S MY WI-FI?

Dear editor,

Is there a software/app that I can use on my Mac/iOS device to check where my Wi-Fi signal at home is the strongest? Thanks!

Aldrin

Of course, there is, Aldrin. In fact, there are two we can think of. Check out NetSpot (free) and Network Multimeter (\$0.99). These apps let you read the signal strength so you can determine the best area to place your Wi-Fi router. Good luck!



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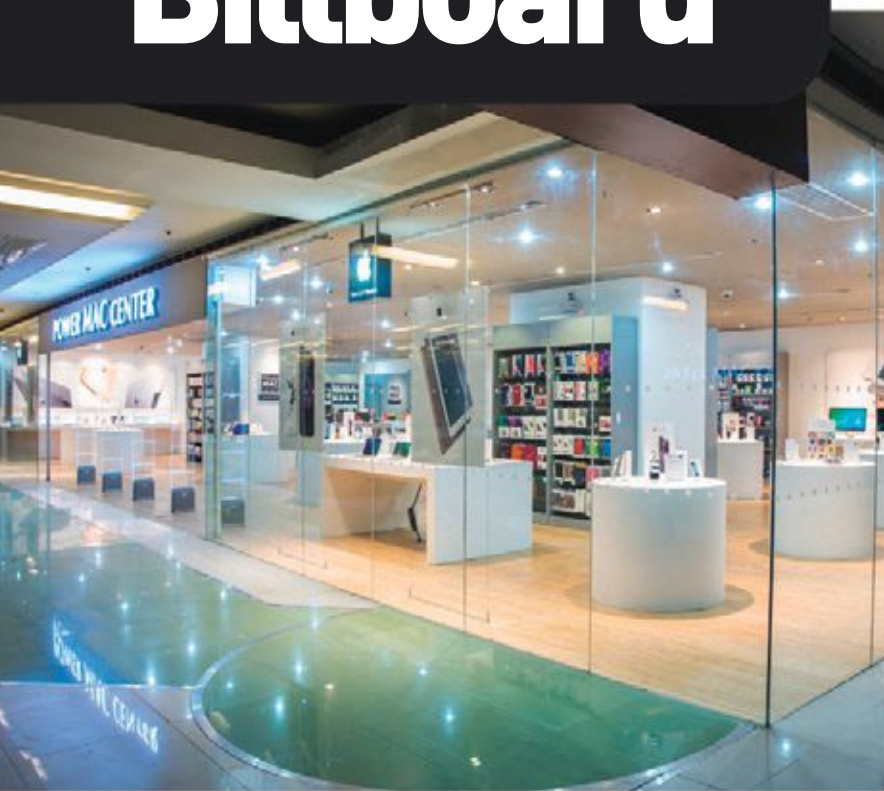
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Billboard



POWER MAC CENTER UNVEILS BIGGEST STORE

Power Mac Center, the pioneering Apple reseller in the country, celebrates its 20th anniversary with the reopening of its SM Megamall branch, transforming its first store into the biggest one yet.

The refurbished and expanded store located at the Cyberzone of SM Megamall also houses an AASP (Apple Authorized Service Provider), which is open seven days a week.

Mandaluyong City Mayor Benhur Abalos Jr. and Power Mac brand ambassadors Daniel and Vanessa Matsunaga graced the event.

Aside from being the country's largest Apple premium reseller, Power Mac Center is also an authorized education reseller and training center. It also sells premium third-party accessories to cater to consumers' needs.

Power Mac Center branches are located in Greenbelt 3, Glorietta 5, The Annex at SM City North EDSA, SM City Fairview, TriNoma, Robinsons Magnolia, SM Megamall, The Podium, SM Mall of Asia, SM Aura Premier, Festival Supermall, Cash and Carry Mall, Abreeza Mall, SM Lanang Premier, SM City Marikina, Power Plant Mall, SM City BF Parañaque, Harbor Point, SM City Pampanga, SM City Bacoor, SM City Santa Rosa, SM City Batangas, and SM City Dasmariñas.

OTTERBOX MAKES CUSTOMIZABLE CASES FOR MORE PERSONAL TOUCH

OtterBox has released a new customizable case that lets you switch the style of your phone's case depending on the occasion or your mood.

The new MySymmetry case line, now available for the Apple iPhone 5s/5c/6 and the Samsung GALAXY S5/S6, comes with a clear case back for swappable design inserts, a dual-material, single-layer build, and a raised, beveled edge screen bumper to protect your phone's screen from cracking when dropped. The MySymmetry is available in fierce red, blue, and pink, with black and gray colorways coming soon.



IDEASPACE CALLS FOR CREATION OF PH SILICON VALLEY

IdeaSpace, in cooperation with the Department of Science and Technology (DOST), the Department of Trade and Industry (DTI), and the Information and Communications Technology Office (ICTO), announced plans of creating several major technology innovation hubs across the metro.

The public-private partnership aims to foster the advancement of technology and innovation with critical support from the government, the academe, and the private sector.

IdeaSpace, DOST, DTI, and ICTO have laid the groundwork for establishing innovation hubs in strategic locations including Intramuros, which is within the vicinity of the Pamantasan ng Lungsod ng Maynila, Colegio de San Juan de Letran, Lyceum of the Philippines, and Mapua Institute of Technology. Other key areas are the University belt in Manila and Diliman in Quezon City.

BPI MAKES CAR SHOPPING EASY WITH INTERACTIVE WEBSITE

Thinking of getting a new car? BPI makes car window-shopping easy with its virtual car showroom—no need to visit dealers or go to banks to inquire about cars and loans. At bpiauto loans.com, you can view and compare vehicles wherever you may be. In addition, the site offers a self-service

auto loan calculator, a simple online application form, and an easy-to-use self-assessment test.

BPI Family Auto Loans Division VP and Head Pepe Carlos says they aim to provide car financing that is "affordable, easily understandable, and highly accessible, for everyone."





SUZUKI OPENS FIRST 3S DEALERSHIP IN PARAÑAQUE

Suzuki Philippines continues to expand its presence and services around the country by re-establishing its branch in Sucat as a 3S dealership.

Suzuki Auto Sucat has been inaugurated as a 3S dealership—Sales, Spare parts, Services—Suzuki's line of one-stop convenience shops that cater to a range of motorists' needs.

Suzuki Philippines President Hiroshi Suzuki expressed his excitement about the opening of the new 3S dealership and his confidence in getting better sales, service, and exposure in the southern area. Showcased in the new dealership are the Suzuki Jimny 4x4, Grand Vitara, APV, Swift 1.2, LUV Ertiga, and Celerio.



OAKLEY HOLDS 3rd GOLF CLUB TOURNEY

Oakley's annual fundraising event for The Junior Golfers League (TJGL) kicked off at the Sherwood

Hills Golf Club with over 100 participants from enthusiasts, celebrities, athletes, seasoned players, and CEOs to pay tribute and participate at the 3rd Oakley Gold Cup.

As the tournament started at 8:00 a.m., the groups (of three guests and one junior golfer) set out at the 18-hole course in hopes of winning their respective divisions. From mini games such as fire and bubble diversions to hit-the-bobble-heads, players set their eyes on the prize while wearing some of Oakley's new models, including the Prizm Golf Radarlock Path with High Definition Optics for maximum performance on a sunny weather.

Winners in this year's Golf Cup were Mark Telan (Division D), Henry Batones (Division C), Pablo Capati (Division B), Jorge Gallent (two-time; Division A), Grace Montilla (Ladies Division), and Paqo Barro (Kids Division).

DISNEY, MIRAMAX, DREAMWORKS ARE NOW HOOQED

Video-on-demand service HOOQ has announced new deals with new content partners—Disney, DreamWorks, Miramax, and Classic media. These new additions expand the company's content to more than 30,000 hours from both foreign and local sources.

HOOQ now carries big key titles in its library, including *Thor* and *Captain America*, together with foreign partners Warner Bros., Sony Pictures, and local partners ABS-CBN/Star Cinema, Regal Entertainment, Viva Communications, and GMA.

For only P199, customers can now enjoy more content with unlimited access for up to five devices. HOOQ continually expands both its foreign and local catalog, and has had 50,000 downloads in the Philippines since its launch in February.



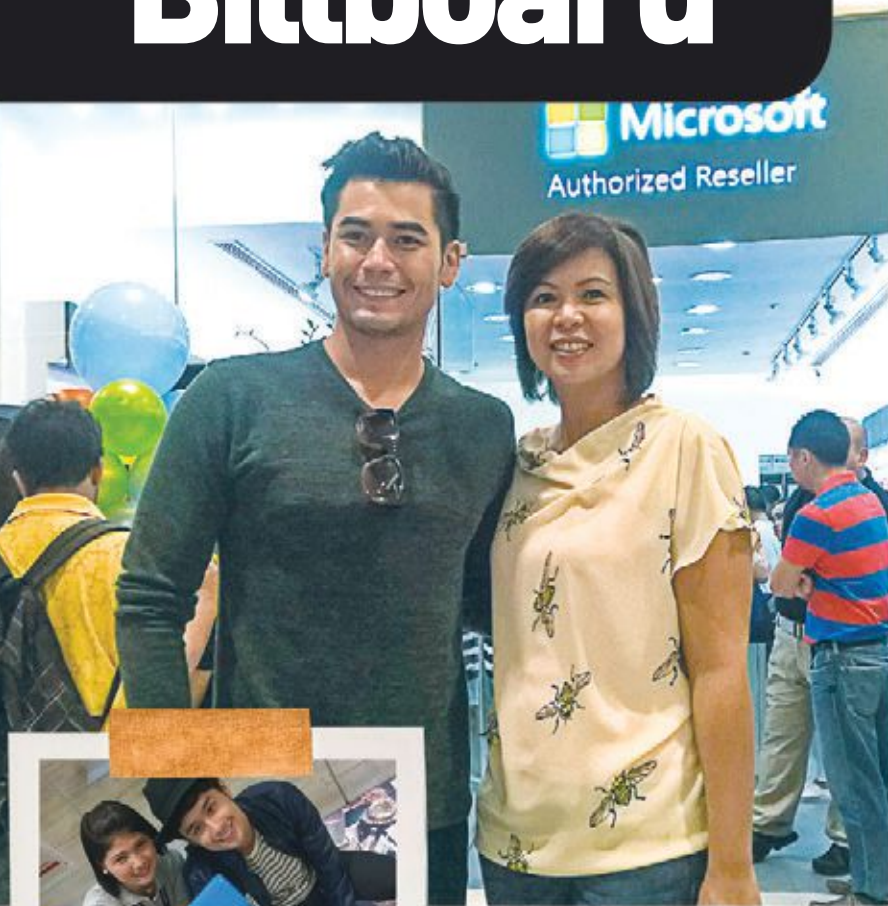
WD LAUNCHES WIRELESS HARD DRIVE WITH PHOTO WALK

FRIENDS FROM THE MEDIA GOT TO EXPERIENCE A MINI-GETAWAY AS WD UNVEILED THEIR ALL-NEW HARD DRIVE.

The new WD My Passport Wireless broadcasts its own wireless network and allows up to eight devices to connect to it. This new product comes in 500GB, 1TB, and 2TB variants. More features of the new wireless drive include the Wireless N with MIMO technology, allowing faster file transfers and HD video streaming. The new WD hard drive also has a rechargeable battery that lasts up to six hours on continuous streaming and 20 hours on standby.

To showcase the new product's capabilities, WD held a photo walk around Taal in Batangas. Media guests were sent on a horse-back ride up Taal Volcano for a short but meaningful photo shoot of the area, and a small, hands-on modeling and portrait photography lesson from WD ambassador and freelance wedding photographer RV Mitra, who shared tips on lighting and model photography. Afterwards, lunch was held at the Pamana restaurant in Tagaytay, in tandem with the unveiling.

Billboard



MICROSOFT OPENS FIRST STORES IN PH

Two authorized Microsoft reseller stores have recently opened in the Philippines—one at SM North EDSA Annex and another at SM Megamall. The two stores, both found in the Cyberzone areas, started operations last June 27 and July 4 respectively.

The stores offer a vast collection of Microsoft products, including runaway favorites Lumia 640XL and 540 Dual Sim, Office 365 Personal, HP Stream 7 and 8, and HP Pavilion X2. Freebies and prizes like the Lumia 1520, HP Stream 8, and free Office 365 subscription bundles were given away to lucky winners during the boutique openings.

Present during the opening were Microsoft Country General Manager Karrie Ilagan, Microsoft Marketing Head for Mobile Device Milette Rosal, Pan Asia Head of Channel Operations Paul Foo, and Mind Alliance Ventures Inc.'s CEO Edwin Tan and VP for Operations Edward Tan. Lumia supporters and celebrity ambassadors Fabio Ide and Fifth Solomon of ABS-CBN's Star Magic were also in attendance.

HAVOLINE ANNOUNCES BIG PROMO IN TUNE UP PACK

Two new promo packs have emerged in Caltex Philippines, treating motorists and users of both Havoline and Techron Plus for a cheaper deal. Customers can now avail of two tune up promo variants: the Havoline ProDS Filly Synthetic ECO 5 SAE 5W-30 4-liter and the Synthetic Blend SAE 5W-30 4 liter pack.

The new deal allows customers to save up to P450 per tune up pack. These packs are available at select Caltex fuel stations nationwide.

Havoline provides engine protection, longevity, fuel economy maximization, and environment-friendly alternatives with its new formula, the Deposit Shield Technology, while the Techron Concentrate Plus helps keep the engine healthy and clean from fuel deposits and maximizes output while reducing emission.



PANASONIC, MSI-ECS PARTNER FOR SECURITY SOLUTIONS

Panasonic Philippines Manufacturing Corp. recently sealed a distribution agreement with MSI-ECS for its security solutions.

Present during the press conference were Tetsumi Inoue, Director for System Solutions Group, Panasonic Philippines; Masaru Toyota, Vice President, Panasonic Philippines; Nobuo Yasuhira, President, Panasonic Manufacturing Philippines Corp.; Jimmy D. Go, President and CEO, MSI-ECS Phils. Inc.; and Cherry Centeno AVP Commercial and Networking Group, MSI-ECS Phils. Inc.

Also in attendance were Hikida Gaku, Manager for Security Systems Business Division, Panasonic Systems Solutions Asia Pacific and Princess Chua, EVP and General Manager, MSI-ECS Phils. Inc.

SMART PICKS UP PACE WITH SPEEDY NEW BUSINESS SOLUTIONS

SMART Enterprises has launched four new solutions for IT woes.

Smart Store Manager, used for stocks, helps in monitoring inventory for better customer service, while Smart Pharma allows medical and pharmaceutical companies to track down medical

rep performances and productivity, all down to the drugs they carry.

Smart Sales Manager helps Customer Relationships by providing greater access to relevant information, field personnel, and automated sales processes. Smart Service Manager, on the other hand, is an app-based data hub that reports, gathers, and centralizes data for service-oriented industries to better communicate with each other for a smoother workflow.



Store Directory

adidas

adidas Philippines, Inc.
(02) 636-0668
12/F Strata 200 Bldg., Emerald Ave.,
Ortigas Center, Pasig
shop.adidas.com.ph

Arena

Available at Shangri-La Plaza,
SM North EDSA, and UP Town Center

ASUS

ASUS Technology Philippines, Inc.
(02) 634-0309
4/F Hanston Bldg., Ortigas Center,
Pasig
ph.asus.com

Bartesian

kickstarter.com

Berghaus

Available at Toby's Arena in
Shangri-La Plaza and SM Mall of
Asia; Toby's Sports in SM Megamall,
Glorietta 2, Robinsons Place
Ermita, SM North EDSA, SM Aura;
and RUNNR Alabang, TriNoma,
and Cebu

BMW

Asian Carmakers Corporation
28/F Pacific Star Building,
Sen. Gil J. Puyat Ave. cor. Makati Ave.,
Makati
bmw.com.ph

Canon

Canon Marketing (Philippines), Inc.
(02) 884-9090
G/F and 7/F Commerce and Industry
Plaza Bldg., Campus Ave. cor.
Park Ave., McKinley Hill,
Fort Bonifacio, Taguig
canon.com.ph

Cherry Mobile

Cosmic Technologies, Inc.
(02) 353-0170 to 72
Unit 1002 Pearl of the Orient Tower,
1240 Roxas Blvd., Ermita, Manila
cherrymobile.com.ph

DxO One

dxo.com

Ford

Ford Philippines
(02) 744-2222
29 EDSA, San Juan
ford.com.ph

Fujifilm

Fujifilm Philippines, Inc.
(02) 550-2420
10/F Tower 2, The Enterprise Center,
6766 Ayala Ave., Makati
fujifilm.com.ph

Garmin

Navco
(02) 382-1898
3/F Millenium Place, Meralco Ave. cor.
Julia Vargas Ave., Ortigas Center, Pasig
ph.garmin.com
navco.com.ph

GIBI

Available in SM Department Stores and
GIBI boutiques at Glorietta 2, Market!
Market!, and Waltermart Makati

Golfbuddy

bb5.golfbuddyglobal.com

Honda

Honda Cars Philippines, Inc.
105 South Main Ave., Laguna
Technopark, Sta. Rosa, Laguna
hondaphil.com

HP

Puretech Flash International, Inc.
(02) 725-3437 / (02) 727-3233
Unit 401 Sunshine Plaza Bldg.,
219, N. Domingo St., San Juan

Kokoon

kickstarter.com

Kia

Available at all Kia dealers nationwide
kia.com/ph

Land Rover

LRPhils Motors, Inc.
32nd & 4th, Crescent Park West,
Bonifacio Global City, Taguig
(02) 897-8888 / (02) 856-2277 /
(02) 846-0578
landrover.com.ph

Leef

Cascos Inc.
(02) 810-8503
leefco.com

Leica

LG/F Greenbelt 5, Makati
leica-camera.com

Lenovo

Lenovo (Philippines), Ltd.
(02) 558-5700
10/F 11th Corporate Center, 11th Ave.
cor. Triangle Dr., Fort Bonifacio, Taguig
lenovo.com/ph

LG

LG Electronics Philippines, Inc.
(02) 902-5544
15/F Legaspi St., Maybunga, Pasig
lg.com/ph

Mazda

Berjaya Auto Philippines, Inc.
(02) 551-8000
9/F Rufino Building, 6784 Ayala Ave.
cor. V.A. Rufino St., Legazpi Village,
Makati
mazda.com.ph

Microsoft

Microsoft Philippines
(02) 860-8989
16/F Ayala Office Tower, 6750 Ayala
Ave., Makati
microsoft.com/en-ph/

Mitsubishi

Available at all authorized
Mitsubishi dealers
mmpc.ph

Nautica

Available at Glorietta, TriNoma,
SM Mall of Asia, Eastwood Mall,
and SM Aura

Nest Cam

nest.com

Nike

Nike Philippines
(02) 802-7235
10/F Marajo Tower, 312 26th St. West
cor. 4th Ave., Bonifacio Global City,
Taguig
nike.com/ph/en_gb

Nissan

Nissan Philippines, Inc.
21/F Eco Tower, 32nd St. cor. 9th Ave.,
Bonifacio Global City,
Taguig
nissan.ph

Piaggio

piaggio.com

Proteus

Available in all Toby's Sports boutiques

Sandisk

Axis Global Technologies, Inc.
(02) 724-3340
20 North Rd. cor. 3rd Ave., Cubao,
Quezon City

Millennium Computer Tech. Corp.

(02) 363-7777
53 Tangali St., San Jose, Quezon City
sandisk.com

Sony

Sony Philippines
(02) 878-7600/860-3333
11/F Marajo Tower, 312 26th St., West
cor. 4th Ave., Bonifacio Global City,
Taguig
sony.com.ph

Thinkware

Blackbox Philippines
(02) 577-7557
blackbox.ph

Timberland

Available at Timberland boutiques at
Shangri-La Plaza, SM Megamall, SM
North EDSA, SM City Marikina, SM City
Cebu, SM Lanang, Ayala Center Cebu,
and Limketkai Center-CDO, Marquee
Mall-Angeles, and Centrio Mall-CDO

Toyota

Toyota Motor Philippines Corp.
(02) 825-8888
Sta. Rosa-Tagaytay Highway, Sta. Rosa,
Laguna
toyota.com.ph

TTRobotix

Urban Industrial
(02) 726-9155
Unit 413 4/F, V-Mall, Greenhills
Shopping Center, San Juan
ttrobotix.com

Vertu

Vertu Boutique
(02) 655-2225
Unit 1108, Level 1, East Wing,
Shangri-La Plaza, Brgy. Wack-Wack,
Mandaluyong
vertu.com/en/

Volvo

Viking Cars, Inc.
(02) 893-6621 to 22 / (02) 893-6626
to 27 / (02) 817-1984
2/F UDC Bldg., 2272 Chino Roces Ave.,
Makati
volvocars.com/ph

Wenger

Global Time Service Center
(02) 856-4367
G/F 6750 Retail Arcade, Makati



EASY ROCK

JUST THE RITE ROCK

2nd

CLIMBS TO

Source: Nielsen Media Vehicle Coincidental Study (Dec 2014)
Base: Among PUV Drivers who listen to FM Radio

Rank	Station ID	Call Sign	Reach	Audience Share
1	LOVE RADIO	DZMB 90.7	167	23%
2	EASY ROCK	DWRK 96.3	134	19%
3	YES FM	DWYS 101.1	107	15%
4	WIN RADIO	DWKY 91.5	68	9%
5	NEWS FM	DWFM 92.3	52	7%
6	MOR	DWRR 101.9	34	5%

Source: Nielsen Media Vehicle Coincidental Study (Dec 2014)
Base: Among Private Car Owners who listen to FM Radio

Rank	Station ID	Call Sign	Reach	Audience Share
1	LOVE RADIO	DZMB 90.7	98	20%
2	EASY ROCK	DWRK 96.3	71	15%
3	MOR	DWRR 101.9	49	10%
4	YES FM	DWYS 101.1	41	9%
5	NEWS FM	DWFM 92.3	32	7%
6	WIN RADIO	DWKY 91.5	30	6%

Easy Rock Manila
 easyrockmanila
 easyrockmanila

Buyer's Guide

SAVE OR SPLURGE,
THIS LIST IS ALL YOU'LL EVER NEED



134

UNDER
P10,000

137

UNDER
P20,000

140

P20,000
AND ABOVE



Acer Liquid S1
P8,990

- Android 4.2 Jelly Bean
- 1.5GHz quad-core Cortex-A7 processor
- 8MP rear, 2MP front camera
- 5.7" 1280 x 720 TFT capacitive display
- 8GB built-in, microSD, 1GB RAM
- Wi-Fi, Wi-Fi hotspot, Bluetooth 4.0, microUSB
- dual SIM/standby



ASUS fonepad 7
P6,995

- Android 4.3 Jelly Bean
- 1.2GHz dual-core Intel Atom Z2520
- 2MP rear, VGA front camera
- 7" 600 x 1024 capacitive touchscreen
- 4/8GB built-in, microSD up to 64GB, 1GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB 2.0
- dual SIM/standby



ASUS MeMO Pad HD 7
P6,995 (8GB)
P8,995 (16GB)

- Android 4.2 Jelly Bean
- 1.2GHz quad-core processor
- 5MP (16GB)/2MP (8GB) rear, 1.2 MP (16GB)/0.3MP (8GB) front camera
- 7" 1280 x 800 LED IPS display
- 8/16GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB



ASUS MeMO Pad 8
P9,995

- Android 4.2 Jelly Bean
- 1.6GHz quad-core processor
- 5MP rear, 1.2MP front camera
- 8" 1280 x 800 IPS display
- 16GB built-in, microSD, 1GB RAM
- Bluetooth 3.0, WLAN, microUSB



ASUS Zenfone 2 ZE500CL
P7,995

- Android 5.0 Lollipop
- 1.6GHz 64-bit intel Atom Z2560 processor
- 8MP rear, 2MP front Pixel Master camera
- 5" 1280 x 720 IPS display
- 16GB built-in, microSD, 2GB RAM
- Wi-Fi, Bluetooth 4.0, USB, NFC
- dual SIM



ASUS Zenfone 2 ZE551ML
P9,995 (1.8GHz, 16GB built-in, 2GB RAM)

- Android 5.0 Lollipop
- 1.8GHz 64-bit intel Atom Z3580 processor
- 13MP rear, 5MP front Pixel Master camera
- 5.5" 1920 x 1080 Full HD IPS display
- 16GB built-in, microSD, 2GB RAM
- Wi-Fi, Bluetooth 4.0, USB, NFC
- dual SIM



Cherry Mobile Alpha Play
P7,999

- Windows 8.1
- 1.33GHz quad-core Intel Atom Z3735D Processor
- 5MP rear, 2MP front camera
- 8" 720 x 1280 HD IPS display
- 16GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth, microUSB



Cherry Mobile Flare X
P6,999

- Android 4.4 KitKat with Lollipop update
- 1.7GHz octa-core ARM Cortex-A7
- 13MP rear, 5MP front camera
- 5.5" 1080 x 1920 401ppi Full HD IPS display
- 16GB built-in, microSD up to 64GB, 3GB RAM
- Wi-Fi, NFC, Bluetooth 4.0, GPS, USB OTG, microUSB 2.0
- dual SIM/standby



Cherry Mobile Infinix Pure XL
P6,999

- Android 4.4 KitKat
- 1.4GHz octa-core MediaTek MT6592
- 13MP rear, 2MP front camera
- 5.5" 1280 x 720 HD IPS display
- 8GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth, GPS, A-GPS



Cherry Mobile Omega AEON
P5,999

- Android 4.3 Jelly Bean with KitKat update
- 1.2GHz Qualcomm MSM8212 Snapdragon processor, Adreno 305 GPU
- 13MP rear, 5MP front camera
- 5" HD IPS display with OGS
- 4GB built-in, microSD, 1GB RAM
- Wi-Fi and Wi-Fi Hotspot, Bluetooth 4.0, 3G, microUSB



Cherry Mobile Omega Icon
P6,499

- Android 4.3 Jelly Bean
- 1.2GHz quad-core processor
- 13MP rear, 8MP front camera
- 5" HD IPS display
- 4GB built-in, 1GB RAM
- Wi-Fi and Wi-Fi Hotspot, Bluetooth 4.0



Cherry Mobile Razor 2.0
P6,499

- Android 4.3 Jelly Bean
- 1.2GHz quad-core processor
- 12MP rear, 2MP front camera
- 4.7" HD IPS display
- 4GB built-in, 1GB RAM
- Wi-Fi and Wi-Fi Hotspot, Bluetooth 4.0, 3G
- dual SIM



Cherry Mobile Superion Endeavor
P5,499

- Android 4.2 Jelly Bean
- 1.2GHz quad-core processor
- 8MP rear, 2MP front camera
- 7" IPS display
- 4GB built-in, microSD, 1GB RAM
- HSPA+ Wi-Fi, Bluetooth 4.0, USB OTG



Cherry Mobile Superion Navigator
P6,999

- Android 4.2 Jelly Bean
- 1.3GHz quad-core processor
- 5MP rear, 2MP front camera
- 8" IPS display
- 8GB built-in, 1GB RAM
- Wi-Fi, Bluetooth, GPS, 3G



Cherry Mobile Superion Odyssey
P7,499

- Android 4.2 Jelly Bean
- 1.2GHz quad-core processor
- 5MP rear, 2MP front camera
- 7.85" 1024 x 768 IPS display
- 8GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth, HDMI, USB



Cherry Mobile Superion Vector
P5,999

- Android 4.2 Jelly Bean
- 1.3GHz quad-core processor
- 5MP rear, 2MP front camera
- 7" IPS display
- 16GB built-in, 1GB RAM
- Wi-Fi, Bluetooth 4.0
- dual SIM



Cherry Mobile Ultra
P8,999

- Android 4.2 Jelly Bean with KitKat update
- 1.2GHz quad-core Qualcomm MSM8926 processor
- 13MP rear, 5MP front camera
- 5" 1280 x 720 HD display
- 8GB built-in, 1GB RAM
- Wi-Fi and Wi-Fi Hotspot, Bluetooth, GPS



Gionee GPad G5
P9,450

- Android 4.2 Jelly Bean
- 1.5GHz hexa-core processor, PowerVR Series 5XT GPU
- 8MP rear, 2MP front camera
- 5.7" 720 x 1280 IPS LCD
- 8GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB 2.0
- dual SIM



Happy Mobile Aspire
P6,999

- Android 4.4 KitKat
- 1.7GHz octa-core ARM Cortex-A7 Mali-450 MP4 processor
- 13MP rear, 8MP front camera
- 5.5" 720 x 1280 267ppi HD OGS IPS display
- 8GB built-in, microSD up to 32GB, 2GB RAM
- Wi-Fi, Bluetooth, microUSB 2.0, 2G/3G, USB OTG
- dual SIM/standby



Happy Mobile Oracle
P9,999

- Android 4.4 KitKat
- 1.5GHz octa-core processor
- 13MP rear, 8MP front camera
- 5" HD OGS IPS display
- 8GB built-in, 1GB RAM
- Wi-Fi, Bluetooth, USB OTG



Huawei Honor 4C
P6,390

- Android 4.4.2 KitKat
- 1.2GHz octa-core HiSilicon Kirin 620 chipset
- 13MP rear, 5MP front camera
- 5" 720 x 1280 IPS LCD
- 8GB built-in, microSD up to 32GB, 2GB RAM
- Wi-Fi, Wi-Fi Direct, Bluetooth 4.0, GPS, microUSB 2.0
- dual SIM/standby



Huawei Honor 4X
P8,290

- Android 4.4.2 KitKat/Android 5.0 Lollipop
- 1.2GHz octa-core Cortex-A53
- 13MP rear, 5MP front camera
- 5.5" 720 x 1280 267ppi IPS LCD
- 8GB built-in, microSD up to 32GB, 2GB RAM
- Wi-Fi, Wi-Fi Direct, Bluetooth 4.0, GPS, microUSB 2.0
- dual SIM/standby



Lenovo A7000
P7,390

- Android 5.0 Lollipop
- 1.5GHz octa-core MediaTek MT6752M
- 8MP rear, 5MP front camera
- 5.5" 1280 x 720 IPS HD display
- 8GB built-in, microSD up to 32GB, 2GB RAM
- 3G, LTE, Wi-Fi, Bluetooth, GPS, A-GPS
- dual SIM



Lenovo S60
P9,990

- Android 4.4 KitKat
- 1.2GHz quad-core Cortex-A53
- 13MP rear, 5MP front camera
- 5" 720 x 1280 IPS capacitive display
- 8GB built-in, microSD up to 32GB, 2GB RAM
- Wi-Fi, Bluetooth 4.0, GPS, microUSB 2.0
- dual SIM (microSIM/nanoSIM)/standby



LG Leon
P5,990

- Android 5.0 Lollipop
- 1.3GHz quad-core Cortex-A53
- 8MP rear, VGA front camera
- 4.5" 480 x 854 220ppi IPS capacitive LCD
- 8GB built-in, microSD up to 32GB, 1GB RAM
- Wi-Fi, Bluetooth 4.1, GPS, A-GPS, GLONASS, microUSB 2.0



LG Magna
P9,990

- Android 5.0 Lollipop
- 1.3GHz quad-core Cortex-A7-H502 processor
- 8MP rear, 5MP front camera
- 5" 720 x 1280 294ppi IPS LCD capacitive display
- 8GB built-in, microSD up to 32GB, 1GB RAM
- Wi-Fi, Wi-Fi Direct, Bluetooth 4.1, GPS, A-GPS, microUSB 2.0
- dual SIM (microSIM)/standby



Microsoft Lumia 535
P5,990

- Windows Phone 8.1 with Denim update
- 1.2GHz quad-core Qualcomm Snapdragon 200 processor
- 5MP rear, 5MP front camera
- 5" 540 x 960 IPS qHD display with Corning Gorilla Glass 3
- 8GB built-in, microSD up to 128GB, 1GB RAM
- Wi-Fi, Bluetooth, GPS, A-GPS, GLONASS
- dual SIM



Microsoft Lumia 540
P7,990

- Windows Phone 8.1 with Denim update
- 1.2GHz quad-core Qualcomm Snapdragon 200 processor
- 8MP rear, 5MP front camera
- 5" 1280 x 720 294ppi HD Laminated IPS LCD
- 8GB built-in, microSD up to 128GB, free 30GB OneDrive cloud storage, 1GB RAM
- Wi-Fi, Bluetooth 4.0, GPS, A-GPS, GLONASS
- dual SIM



MyPhone Infinity 2 Lite
P8,399 (16GB/2GB RAM)
P7,399 (8GB/1GB RAM)

- Android 4.4.2 KitKat
- 1.4GHz octa-core MT6592 processor
- 13MP Sony rear with LED flash, 5MP front camera
- 5" 720 x 1280 294ppi IPS HD display
- 8GB/16GB built-in, microSD up to 64GB, 1GB/2GB RAM
- Wi-Fi, Bluetooth, GPS
- dual SIM/standby



MyPhone Infinity LTE
P8,299

- Android 4.4 KitKat
- 1.2GHz quad-core Qualcomm Snapdragon 410 processor
- 13MP rear, 5MP front camera
- 5.5" 1280 x 720 HD display, Gorilla Glass 3
- 8GB built-in, microSD up to 64GB, 1GB RAM
- Wi-Fi, Bluetooth, GPS, LTE
- dual SIM



MyPhone Rio 2
P5,499

- Android 5.0 Lollipop
- 1.3GHz quad-core processor
- 8MP rear with Sony Sensor, 5MP front camera
- 5" 720 x 1280 294ppi IPS HD Full Lamination display
- 8GB built-in, microSD, 1GB RAM
- 3G, HSPA+, Wi-Fi, Bluetooth, GPS
- dual SIM/standby



MyPhone Rio Pixie
P7,599

- Android 5.0 Lollipop
- 1.3GHz quad-core
- 8MP rear, 8MP front camera
- 4.8" HD AMOLED display with Corning Gorilla Glass 3
- 8GB built-in, microSD up to 64GB, 1GB RAM
- Wi-Fi, Bluetooth, GPS, microUSB 2.0
- dual SIM/standby



OPPO Joy 3
P6,490

- Android 4.4 KitKat, ColorOS 2.0
- 1.3GHz quad-core MediaTek MT6582
- 5MP rear, 2MP front camera
- 4.5" 450 x 854 IPS display
- 4GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth, GPS, A-GPS, USB OTG
- dual SIM



OPPO Neo 5
P7,990

- Android 4.4 KitKat with Color OS
- 1.3GHz quad-core MediaTek MT6582 processor
- 8MP rear, 2MP front camera
- 4.5" 480 x 854 FWVGA IPS LCD
- 8GB built-in, microSD up to 32GB, 1GB RAM
- Wi-Fi, Bluetooth 4.0, GPS, A-GPS



Samsung GALAXY S Duos 2
P7,990

- Android 4.2 Jelly Bean
- 1.2GHz dual-core Cortex A9 processor
- 5MP rear, 0.3MP front camera
- 4" 480 x 800 TFT display
- 4GB built-in, microSD, 0.75GB RAM
- Wi-Fi, Bluetooth 4.0, 2G, 3G, USB 2.0
- dual SIM



Samsung GALAXY Tab 3 Lite
P7,490

- Android 4.2 Jelly Bean
- 1.2GHz dual-core processor
- 2MP rear camera
- 7" 1024 x 600 display
- 8GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB



Sony Xperia E3
P7,490

- Android 4.4.2 KitKat
- 1.2GHz quad-core Qualcomm MSM8926-2 Snapdragon 400 processor
- 5MP rear, VGA front camera; 1080p video recording
- 4.5" IPS capacitive display
- 4GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB, 4G
- microSIM



Sony Xperia E4
P6,990

- Android 4.4 KitKat
- 1.3GHz quad-core Cortex-A7
- 5MP rear, 2MP front camera
- 5" 540 x 960 220ppi IPS capacitive display
- 8GB built-in, microSD up to 32GB, 1GB RAM
- Wi-Fi, Wi-Fi Direct, Bluetooth 4.1, GPS, A-GPS, microUSB 2.0
- microSIM



Starmobile Knight Luxe
P7,690

- Android 4.4 KitKat
- 1.4GHz octa-core ARM Cortex A7
- 13MP rear, 5MP front camera; 1080p @ 30fps
- 5" 720 x 1280 AMOLED display
- 16GB built-in, microSD up to 32GB, 2GB RAM
- Wi-Fi, Bluetooth, GPS, microUSB
- dual SIM



Starmobile Knight Vision
P9,990

- Android 4.4 KitKat
- 1.3GHz quad-core ARM Cortex A7 MediaTek MT6582
- 13MP rear with OIS, 8MP front camera; 1080p @ 30fps
- 5.5" 720 x 1280 267ppi IPS multi-touch capacitive screen
- 16GB built-in, microSD up to 64GB, 2GB RAM
- Wi-Fi, microUSB, Digital TV, GPS, A-GPS
- dual SIM/standby



Starmobile UP Max
P7,490

- Android 5.0 Lollipop
- 1.3GHz quad-core Arm Cortex-A7
- 13MP rear, 5MP front camera; 1080p @ 30fps
- 5" 720 x 1280 IPS Multi-touch capacitive display
- 16GB built-in, microSD up to 32GB, 1GB RAM
- Wi-Fi, Bluetooth, GPS, microUSB
- dual SIM



Xiaomi Redmi 2
P5,999

- MIUI 6 based on Android 4.4 KitKat
- 1.2GHz 64-bit quad-core Qualcomm Snapdragon 410
- 8MP BSI rear, 2MP front camera
- 4.7" 720 x 1280 312ppi Sharp IPS display
- 8GB built-in, microSD up to 32GB, 1GB RAM
- Wi-Fi, Bluetooth 4.0, USB OTG, GPS, 4G LTE
- dual SIM/standby



Acer Liquid Jade
P14,990

- Android 4.4.2 KitKat
- 1.3GHz quad-core ARM Cortex-A7 processor
- 13MP rear, 2MP front camera
- 5" 1280 x 720 IPS LCD
- 8GB built-in, microSD, 1GB RAM
- Wi-Fi, Wi-Fi hotspot, Bluetooth, microUSB
- dual SIM



Acer Liquid E700
P10,990

- Android 4.4 KitKat
- 1.2GHz quad-core ARM Cortex-A7 processor
- 8MP rear, 2MP front camera
- 5" 1280 x 720 IPS LCD
- 16GB built-in, microSD, 2GB RAM
- Wi-Fi, Wi-Fi hotspot, Bluetooth 4.0, microUSB, A-GPS
- triple SIM (microSIM)



Apple iPad mini 2 (Wi-Fi)
P15,490 (16GB)
P17,990 (32GB)

- iOS 8
- A7 chip with 64-bit architecture and M7 motion coprocessor
- 5MP rear, 1.2MP front camera
- 7.9" 2048 x 1536 LED-backlit Retina display
- 16/32GB built-in, 512MB RAM
- Wi-Fi, Bluetooth 4.0



ASUS fonepad 8
P11,995

- Android 4.4.2 KitKat
- 1.3GHz quad-core Intel Atom Z3530
- 5MP rear, 2MP front camera
- 8" 800 x 1280 IPS LCD screen
- 8/16GB built-in, microSD up to 64GB, 1GB RAM
- Wi-Fi 802.11b/g/n, Bluetooth 4.0
- A2DP, microUSB 2.0
- dual SIM



ASUS MeMO Pad 10
P13,995

- Android 4.2 Jelly Bean
- 1.6GHz quad-core processor
- 2MP rear, 1.2MP front camera
- 10.1" 1280 x 800 LED IPS display
- 8GB/16GB built-in, microSD, 1GB RAM
- Bluetooth 3.0, WLAN, microUSB



ASUS Zenfone 2 ZE551ML
P13,995 (32GB)
P14,995 (64GB)

- Android 5.0 Lollipop
- 2.3GHz 64-bit intel Atom Z3580 processor
- 13MP rear, 5MP front Pixel Master camera
- 5.5" 1920 x 1080 Full HD IPS display
- 32/64GB built-in, microSD, 4GB RAM
- Wi-Fi, Bluetooth 4.0, USB, NFC
- dual SIM



ASUS Zenfone 6
P11,995

- Android 4.3 Jelly Bean
- 2GHz dual-core processor
- 13MP rear, 2MP front camera
- 6" 1280 x 720 display
- 8/16/32GB built-in, microSD, 1/2GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB



BlackBerry Z3
P10,990

- BlackBerry 10
- 1.2GHz dual-core Qualcomm MSM8230 processor
- 5MP rear, 1.1MP front camera
- 5" 540 x 960 capacitive display
- 8GB built-in, microSD, 1.5GB RAM
- Wi-Fi, Bluetooth 4.0, 3G, HDMI, microUSB



BlackBerry Leap
P13,490

- BlackBerry 10.3.1
- 1.5GHz dual-core Qualcomm MSM8960
- 8MP rear, 2MP front camera
- 5" 1280 x 720 294ppi display
- 16GB built-in, microSD up to 128GB, 2GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB 2.0



Cherry Mobile Alpha Morph
P11,999

- Windows 8.1
- 1.33GHz quad-core Intel Atom Z3735D processor
- 2MP rear, 2MP front camera
- 10" 720 x 1280 HD IPS display
- 32GB built-in, microSD, 2GB RAM
- Wi-Fi, Bluetooth 4.0, USB OTG
- Keyboard dock



Cherry Mobile Cosmos Z2
P12,999

- Android 4.2 Jelly Bean
- 1.7GHz octa-core MediaTek MT6592 processor, MALI 450MP GPU
- 18MP rear, 8MP front camera
- 5" IPS LCD
- 16GB built-in, microSD, 2GB RAM
- Wi-Fi, Bluetooth 4.0



Cherry Mobile Omega Infinity
P14,999

- Android 4.2 Jelly Bean
- 1.7GHz octa-core MediaTek MT6592 processor
- 18MP rear, 8MP front camera
- 5.5" IPS LCD
- 32GB built-in, 2GB RAM
- Wi-Fi, Bluetooth, GPS, 3G/4G



Cherry Mobile Titan Pro
P10,999

- Android 4.2 Jelly Bean
- 1.2GHz quad-core MediaTek MT689 processor, PowerVR SGX544 GPU
- 12MP rear, 2MP front camera
- 5" IPS LCD
- 4GB built-in, 1GB RAM
- Wi-Fi and Wi-Fi Hotspot, Bluetooth 4.0, microUSB
- dual SIM



Gionee Elife S5.1
P12,499

- Android 4.4 KitKat
- 1.2GHz quad-core Qualcomm Snapdragon 400 processor
- 8MP rear, 5MP front camera
- 4.8" 720 x 1280 306ppi HD AMOLED display
- 16GB built-in, 1GB RAM
- Wi-Fi, 3G HSPA+, 4G LTE, Bluetooth 4.0, GPS



Happy Mobile Prive
P11,999

- Android 4.4 KitKat
- 1.7GHz octa-core processor
- 13MP rear, 8MP front camera; 1080p video recording
- 5.5" HD OGS IPS Display
- 16GB built-in, microSD, 1GB RAM
- Wi-Fi Miracast, GPS
- dual SIM



Huawei Honor 6+
P17,990

- Android 4.4.2 KitKat
- 1.8GHz quad-core Cortex-A15 + 1.3GHz quad-core Cortex-A7
- 8MP rear, 8MP front camera; 1080p@30fps video
- 5.5" 1080 x 1920 IPS LCD
- 32GB built-in, microSD up to 128GB, 3GB RAM
- Wi-Fi, Wi-Fi Direct, Bluetooth 4.0, GPS
- dual SIM/standby



Lenovo A8-50 Tablet
P10,499

- Android 4.2 Jelly Bean
- 1.3GHz quad-core MediaTek MTK8121/ MTK8382 processor
- 5MP rear, 2MP front camera
- 8" 1280 x 800 HD display
- 16GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth 4.0, 3G



Lenovo P70
P11,999

- Android 4.4 KitKat
- 1.7GHz octa-core MediaTek MT6752
- 13MP AF rear, 5MP front camera
- 5" 1280 x 720 294ppi HD IPS display
- 16GB built-in, microSD up to 32GB, 2GB RAM
- Wi-Fi, Bluetooth 4.0, 4G LTE, GPA, A-GPS, OTG
- dual SIM/standby



Lenovo S90
P13,999

- Android 4.4.4 KitKat with Vibe UI 2.0
- 1.2GHz 64-bit quad-core Qualcomm Snapdragon 410
- 13MP PureCel rear, 8MP front camera
- 5" 1280 x 720 294ppi Super AMOLED HD display
- 32GB built-in, 2GB RAM
- Wi-Fi, Bluetooth 4.0, GPC, A-GPS, NFC, 4G LTE
- dual SIM/standby



Lenovo Vibe X2
P18,999

- Android 4.4 KitKat
- 2GHz octa-core MediaTek MT6595M True8Core processor
- 13MP rear, 5MP front camera; 1080p video recording
- 5" 1920 x 1200 IPS LCD
- 32GB built-in, 2GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB 2.0, 4G LTE, HSPA+
- optional dual SIM/standby (microSIM)



Lenovo Yoga Tablet 2 8"
P13,999

- Android 4.4 KitKat
- 1.3GHz quad-core Intel Atom Z3745 processor
- 8MP rear, 1.6MP HD front camera
- 8" 1920 x 1200 IPS LED LCD Touch
- 16GB built-in, microSD up to 64GB, 2GB RAM
- Wi-Fi, microUSB, USB OTG, Bluetooth 4.0



Lenovo Yoga Tablet 2 10"
P19,999

- Android 4.4 KitKat
- 1.86GHz quad-core Intel Atom Z3745 processor
- 8MP rear, 1.6MP HD front camera
- 10.1" 1920 x 1200 IPS LCD Touch
- 16GB built-in, microSD up to 64GB, 2GB RAM
- LTE, Wi-Fi, Wi-Fi hotspot, microUSB, USB OTG, Bluetooth 4.0



LG G3 Beat
P13,990

- Android 4.4.2 KitKat
- 1.2GHz quad-core Qualcomm Snapdragon 400 processor
- 8MP rear, 1.3MP front camera;
- 5" 720 x 1280 IPS capacitive display
- 16GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB 2.0, 3G



LG G3 Stylus
P16,990

- Android 4.4.2 KitKat
- 1.3GHz quad-core Cortex-A7 MediaTek MT6582 processor
- 13MP rear, 1.3MP front camera; 1080p video recording
- 5.5" 540 x 960 IPS LCD
- 8GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB 2.0
- dual SIM/standby (microSIM)
- stylus



LG G Pad 8.3
P16,990

- Android 4.2.2 Jelly Bean
- 1.7GHz quad-core Qualcomm Snapdragon 600 processor
- 5MP rear, 1.3MP front camera
- 8.3" 1920 x 1200 Full HD IPS display
- 16GB built-in, microSD, 2GB RAM
- Wi-Fi, Bluetooth 4.0, HDMI, microUSB



Microsoft Lumia 640 XL
P11,990

- Windows Phone 8.1 with Denim update
- 1.2GHz quad-core Qualcomm Snapdragon 400 processor
- 13MP AF rear, 5MP front camera
- 5.7" 1280 x 720 294ppi HD IPS LCD
- 8GB built-in, microSD up to 128GB, free 30GB OneDrive cloud storage, 1GB RAM
- Wi-Fi, Bluetooth 4.0, HDMI, microUSB



MyPhone Infinity 2
P12,799

- Android 4.4 KitKat
- 1.5GHz octa-core MediaTek 64-bit processor
- 13MP rear with Sony sensor, 5MP front camera
- 5" 1280x720 294ppi HD AMOLED display with Gorilla Glass 3
- 16GB built-in, microSD up to 64GB, 2GB RAM
- Wi-Fi, Bluetooth, GPS, USB OTG, LTE
- dual SIM



OPPO Find 5 Mini
P13,990

- Color OS (based on Android 4.2.2 Jelly Bean)
- 1.5GHz quad-core Qualcomm Snapdragon processor
- 8MP rear, 2MP front camera
- 4.7" 540 x 960 IPS display
- 4GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth 3.0, microUSB



OPPO R1x
P15,990

- Android 4.4 KitKat with ColorOS
- 1.5GHz Snapdragon 615 octa-core
- 13MP rear, 5MP front camera
- 5" 720 x 1280 HD IPS display
- 16GB built-in, microSD, 2GB RAM
- 3G, LTE, Wi-Fi, Bluetooth, GPS, A-GPS, GLONASS
- dual SIM



OPPO Yoyo
P10,990

- Android 4.2 Jelly Bean
- 1.3GHz quad-core processor
- 5MP rear, 2MP front camera
- 4.7" IPS display
- 4GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth 2.1, GPS, microUSB 2.0
- HotKnot: screen-to-screen transmission



Samsung GALAXY Grand 2
P13,990

- Android 4.3 Jelly Bean
- 1.2GHz quad-core Qualcomm Snapdragon 400 processor
- 8MP rear, 1.9MP front camera
- 5.25" 1280 x 720 TFT display
- 8GB built-in, microSD, 1.5GB RAM
- Wi-Fi, Bluetooth 4.0, 3G, USB 2.0, microUSB
- dual SIM



Samsung GALAXY S4 Zoom
P14,990

- Android 4.2.2 Jelly Bean
- 1.9GHz quad-core Cortex-A9 processor, Mali-400 GPU
- 16MP rear, 1.9MP front camera; 1080p video recording
- 4.3" 540 x 960 Super AMOLED display
- 18GB built-in, microSD, 512MB RAM
- Wi-Fi, Bluetooth 4.0, NFC, microUSB



Samsung GALAXY Tab A
P15,990

- Android Lollipop
- 1.2GHz quad-core processor
- 5MP rear, 2MP front camera
- 8" 1024 x 768 TFT display
- 16GB built-in, microSD up to 128GB, 2GB RAM
- LTE, Wi-Fi, Bluetooth 4.1, GPS, GLONASS, Beidou, USB 2.0



Sony Xperia M2
P12,990

- Android 4.3 Jelly Bean
- 1.2GHz quad-core Qualcomm Snapdragon 400 processor
- 8MP rear, VGA front camera
- 4.8" 540 x 960 TFT capacitive display
- 8GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth 4.0, DLNA, NFC, microUSB



Sony Xperia M2 Aqua
P16,490

- Android 4.4.2 KitKat
- 1.2GHz quad-core Qualcomm Snapdragon processor
- 8MP rear, VGA front camera; 1080p video recording
- 4.8" IPS capacitive LCD
- 8GB built-in, microSD, 1GB RAM
- NFC, Wi-Fi, Bluetooth 4.0, microUSB, 4G LTE
- microSIM



Sony Xperia T2 Ultra
P16,990

- Android 4.3 Jelly Bean
- 1.4GHz quad-core Qualcomm Snapdragon 400 processor
- 13MP rear, 1.1MP front camera
- 6" 720 x 1280 IPS LCD
- 8GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth, DLNA, NFC, LTE, microUSB



Starmobile ENGAGE 10 Pro
P11,999

- Windows 8.1
- 1.8GHz quad-core Intel Atom Z3735F Baytrail-T processor, Intel HD graphics 7th-gen
- 10.1" 1280 x 800 16:10 150ppi LCD
- 32GB built-in, microSD up to 64GB, 2GB RAM
- Wi-Fi, Bluetooth, microUSB, USB 2.0, miniHDMI



Starmobile Knight X
P15,990

- Android 4.4 KitKat
- 2GHz octa-core MediaTek MT6595M processor
- 13MP Sony Exmor RS rear, 5MP front camera
- 5.5" 1920 x 1080 IPS LCD
- 32GB built-in, 3GB RAM
- microUSB 2.0, USB OTG, Wi-Fi, Bluetooth 4.0, LTE, 3G
- dual SIM



Xiaomi Mi 3
P10,999

- MIUI V5 (based on Android 4.3)
- 2.3GHz Qualcomm Snapdragon 800 processor
- 13MP rear, 2MP front camera
- 5" 1920 x 1080 Full HD display
- 16GB, 2GB RAM
- Wi-Fi, Bluetooth, NFC



Xiaomi Mi Pad
P10,999

- MIUI based on Android 4.4 KitKat
- 2.2GHz quad-core NVIDIA Tegra K1 processor
- 8MP rear, 5MP front camera
- 7.9" 1536 x 2048 IPS display
- 16GB, microSD up to 128GB, 2GB RAM
- Wi-Fi, Bluetooth 4.0, USB OTG



ZTE Vec
P11,980

- Android 4.4 KitKat
- Octa-core processor
- 13MP rear, 5MP front camera; 1080p video
- 5" HD multi-touch display
- 8GB built-in, 1GB RAM
- Wi-Fi, Bluetooth, 3G, GPS, microUSB
- dual SIM



ZTE Vec 4G
P12,980

- Android 4.4.2 KitKat
- 1.2GHz quad-core Qualcomm Snapdragon 400 MSM8926
- 8MP rear, 1MP front camera
- 5" 720x1280 IPS LCD
- 16GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth 4.0, GPS, USB 2.0, microUSB, 4G LTE



Apple iPad Air
Wi-Fi: P20,490 (16GB);
P22,990 (32GB)
Wi-Fi + cellular: P26,990 (16GB);
P29,490 (32GB)

- iOS 8
- A7 chip with 64-bit architecture and M7 motion processor
- 5MP rear, 1.2MP front camera
- 9.7" 2048 x 1536 LED-backlit Retina display
- 16/32/64/128GB built-in, 1GB RAM
- Wi-Fi, Bluetooth 4.0, LTE



Apple iPad mini 2 (Wi-Fi + cellular)

P21,990 (16GB)
P24,490 (32GB)

- iOS 8
- A7 chip with 64-bit architecture and M7 motion processor
- 5MP rear, 1.2MP front camera
- 7.9" 2048 x 1536 LED-backlit Retina display
- 16/32/64/128GB built-in, 512MB RAM
- Wi-Fi, Bluetooth 4.0, LTE



Apple iPhone 5c
P22,490

- iOS 7
- 1.3GHz dual-core A7 chip with 64-bit architecture, M7 motion co-processor
- 8MP rear, 1.2MP front camera; 1080p video recording
- 4" 1136 x 640 widescreen multi-touch Retina display
- 8GB built-in, 1GB RAM
- Wi-Fi, Bluetooth, microUSB



Apple iPhone 5s
P30,490 (16GB)
P33,490 (32GB)

- iOS 7
- 1.3GHz dual-core A7 chip with 64-bit architecture, M7 motion co-processor
- 8MP with 1.5µ pixels rear, 1.2MP front camera; 1080p video recording
- 4" 1136 x 640 widescreen multi-touch Retina display
- 16/32GB built-in, 1GB RAM
- Wi-Fi, Bluetooth, microUSB
- Fingerprint sensor



Apple iPhone 6
P35,990 (16GB)
P41,990 (64GB)
P47,990 (128GB)

- iOS 8
- A8 chip with 64-bit architecture and M8 motion coprocessor
- 8MP rear, 1.2MP front camera
- 4.7" 1334 x 750 326ppi LED-backlit Retina display
- 16/64/128GB built-in, 1GB RAM
- Wi-Fi, Bluetooth 4.0, NFC
- Fingerprint sensor
- nanoSIM



Apple iPhone 6 Plus

P41,990 (16GB)
P47,990 (64GB)
P53,990 (128GB)

- iOS 8
- A8 chip with 64-bit architecture and M8 motion coprocessor
- 8MP rear, 1.2MP front camera
- 5.5" 1920 x 1080 401ppi LED-backlit Retina display
- 16/64/128GB built-in, 1GB RAM
- Wi-Fi, Bluetooth 4.0, NFC
- Fingerprint sensor
- nanoSIM



ASUS Padfone Infinity

P37,990 (32GB)
P41,990 (64GB)

- Android 4.1 Jelly Bean
- 1.7GHz quad-core Qualcomm APQ8064T Snapdragon 600 processor, Adreno 320 GPU
- 13MP rear, 2MP front camera; 1080p video recording
- 5" 1920 x 1080 Super IPS display
- 32/64GB built-in, 2GB RAM
- Wi-Fi, Bluetooth, NFC



ASUS Transformer Book T100
P23,995

- Windows 8.1
- 1.3GHz quad-core Intel Atom Z3740 processor
- 1.2MP front camera
- 10.1" 1366 x 768 display
- 32/64GB built-in, 2GB RAM
- Wi-Fi, Bluetooth 3.0, microUSB



BlackBerry Classic
P20,990

- BlackBerry OS 10.3.1
- 1.5GHz dual-core Qualcomm MSM 8960
- 8MP rear, 2MP front camera; 1080p @ 30fps HD video recording
- 3.5" 720 x 720 294dpi HD touch screen
- 16GB built-in, microSD up to 128GB, 2GB RAM
- Wi-Fi, Bluetooth 4.0, NFC, Miracast, microUSB 2.0



BlackBerry Passport

P35,790

- BlackBerry 10.3
- 2.2GHz quad-core Qualcomm Snapdragon 801 processor
- 13MP w/ OIS and LED flash rear, 2MP front camera
- 4.5" 1440 x 1440 453ppi IPS display
- 32GB built-in, microSD up to 128GB, 3GB RAM
- Wi-Fi, Wi-Fi Direct, Bluetooth 4.0, A2DP, NFC, Miracast, USB 2.0



BlackBerry Z10

P29,990

- BlackBerry 10 upgradable to v.10.1
- 1.5GHz dual-core processor
- 8MP rear, 2MP front camera; 1080p video recording
- 4.2" 768 x 1280 capacitive display
- 16GB built-in, microSD, 2GB RAM
- Wi-Fi, Bluetooth, 3G, NFC, microUSB



Gionee Elife E7

P24,500

- Android 4.2 Jelly Bean
- 2.2GHz quad-core Qualcomm Snapdragon 800 processor
- 16MP rear, 8MP front camera
- 5.5" 1080 x 1920 Full HD IPS display
- 32GB built-in, 3GB RAM
- Wi-Fi, Bluetooth 4.0, 3G, microUSB


Gionee Elife S5.5
P21,999

- Android 4.2 Jelly Bean
- 1.7GHz octa-core Cortex-A7 processor
- 13MP rear, 5MP front camera
- 5" 1080 x 1920 Super AMOLED capacitive display
- 16GB built-in, 2GB RAM
- Wi-Fi, Wi-Fi Direct, Wi-Fi hotspot, Bluetooth 4.0, microUSB, USB OTG


Huawei Ascend Mate 7
P27,890

- Android 4.4 KitKat
- 1.8GHz Cortex-A15 + quadcore 1.3GHz Cortex-A7 HiSilicon Kirin 925 processor
- 13MP rear, 5MP front camera; 1080p video recording
- 6" 1080 x 1920 IPS LCD
- 16GB built-in, microSD up to 128GB, 2GB RAM
- Wi-Fi, NFC, Bluetooth 4.0, microUSB 2.0


Huawei Ascend P7
P20,990

- Android 4.4.2 KitKat with Huawei Emotion UI 2.3
- 1.8GHz quad-core Hisilicon Kirin 910T
- 13MP rear with flash, 8MP front camera
- 5" 1920x1080 Full HD INCELL touch-sensitive screen
- 16GB built-in, 2GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB 2.0


Lenovo Miix 2
P21,999

- Windows 8.1
- 1.8GHz quad-core Intel Atom processor
- 5MP rear, 2MP front camera
- 8" 1280 x 800 HD IPS display
- 64GB built-in, microSD, 2GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB


Lenovo ThinkPad 8
P25,490 (Wi-Fi only)
P30,000 (3G)

- Windows 8.1
- 2.4GHz quad-core Intel Z3770 processor
- 8MP rear, 2MP front camera
- 8.3" 1200 x 1920 multi-touch IPS display
- 64/128GB built-in, microSD, 2GB RAM
- Wi-Fi, Bluetooth, 3G, microHDMI, USB 3.0
- microSIM (WWAN version)


Lenovo Vibe Z2 Pro
P29,999

- Android 4.4.2 KitKat
- 2.5GHz quad-core Qualcomm Snapdragon 801 processor
- 16MP rear, 5MP front camera
- 6" 1440 x 2560 IPS capacitive LCD
- 32GB built-in, 3GB RAM
- Wi-Fi, Bluetooth, microUSB, GPS, 3G
- dual SIM (microSIM)


Lenovo Yoga Tablet 2 Pro
P33,999

- Android 4.4 KitKat
- 1.33GHz quad-core Intel Atom Z3745 processor
- 8MP rear, 1.6MP HD front camera
- 13.3" 2560 x 1440 IPS LED LCD Touch
- 32GB built-in, microSD up to 64GB, 2GB RAM
- Wi-Fi, MiMo, Bluetooth 4.0, microUSB


LG G Pro 2
P32,990

- Android 4.2.2 Jelly Bean
- 2.26GHz quad-core Qualcomm Snapdragon 800 processor
- 13MP rear, 2.1MP front camera
- 5.9" 1080 x 1920 True IPS display
- 16/32 built-in, microSD, 3GB RAM
- Wi-Fi, Bluetooth 4.0, NFC, microUSB


LG G3
P29,990 (16GB)
P33,990 (32GB)

- Android 4.4 KitKat
- 2.5GHz quad-core Qualcomm Snapdragon 801 chipset, Adreno 330 GPU
- 13MP rear, 2.1MP front camera
- 5.5" 1440 x 2560 True HD display
- 16/32GB built-in, microSD, 2/3GB RAM
- Wi-Fi, Wi-Fi Direct, DLNA, Wi-Fi hotspot, Bluetooth 4.0


LG G4
P31,990 (Gold, black, and white variants)
P32,990 (Leather variant)

- Android 5.1 Lollipop
- 1.8GHz hexa-core Qualcomm Snapdragon 808 processor
- 16MP f/1.8 rear with OIS 2.0, 8MP f/2.0 front camera
- 5.5" 2560 x 1440 Quad HD IPS Quantum display
- 32GB built-in, microSD, 3GB RAM
- Wi-Fi, Bluetooth 4.0, NFC, USB 2.0, 4G, LTE


OPPO Find 7a
P22,990

- Android 4.3 Jelly Bean
- 2.3GHz quad-core Qualcomm Snapdragon 801 processor
- 13MP rear, 5MP front camera
- 5.5" 1080 x 1920 display
- 16GB built-in, microSD, 2GB RAM


OPPO N3
P29,990

- Android 4.4 KitKat
- 2.3GHz quad-core Qualcomm Snapdragon 801
- 16MP motorized rotating camera
- 5.5" 1080 x 1920 Full HD IPS LCD
- 32GB built-in, microSD up to 128GB, 2GB RAM
- Wi-Fi, GPS, A-GPS, Bluetooth 4.0, LTE
- dual SIM



OPPO Find 7
P25,990

- Android 4.3 Jelly Bean
- 2.5GHz quad-core Qualcomm Snapdragon 801 processor
- 13MP rear, 5MP front camera
- 5.5" 1440 x 2560 IPS display
- 32GB built-in, microSD, 3GB RAM
- Wi-Fi, Bluetooth 4.0, NFC, microUSB



OPPO R5
P21,990

- Android 4.4 KitKat
- 1.7GHz quad-core Qualcomm Snapdragon 615
- 13MP rear, 5MP front camera
- 5.2" 1080 x 1920 423 ppi AMOLED display
- 32GB built-in, 2GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB 2.0, A-GPS, GPS
- microSIM



Samsung GALAXY Alpha
P29,990

- Android 4.4.4 KitKat
- 1.8GHz quad-core Cortex-A15 + 1.3GHz quad-core Cortex-A7 processors
- 12MP rear, 2.1MP front camera; 2160p video recording
- 4.7" 1280 x 720 HD Super AMOLED display
- 32GB built-in, 2GB RAM
- Wi-Fi, Bluetooth 4.0, DLNA, Wi-Fi Hotspot, LTE, microUSB
- nanoSIM



Samsung GALAXY Note 4
P37,990

- Android 4.4 KitKat
- 2.7GHz quad-core Krait 450, 1.9GHz octa-core [1.9GHz quad-core Cortex-A53 + 1.3GHz quad-core Cortex-A57] processor
- 16MP rear, 3.7MP front camera
- 5.7" 2560 x 1440 Quad HD Super AMOLED
- 32GB built-in, microSD up to 128GB, 3GB RAM
- Wi-Fi, Bluetooth 4.1, USB 2.0
- S Pen



Samsung GALAXY S6 edge

P41,990 (32GB)
P47,990 (64GB)

- Android 5.0 Lollipop
- 1.5GHz quad-core Cortex-A53 + 2.1GHz quad-core Cortex-A57 processor
- 16MP rear with OIS, 5MP front camera
- 5.1" 2560 x 1440 577ppi Super AMOLED dual edge display
- 32/64GB built-in, 3GB RAM
- Wi-Fi, LTE, Bluetooth 4.1, NFC, microUSB 2.0, Samsung Pay

SPEED SAYS

The innovative design, powerful performance, fantastic screen, and impressive camera are worth the Samsung GALAXY S6 edge's hefty price tag only if the low battery capacity, small internal storage, and a few other design gaffes are not an issue.



Samsung GALAXY Note 8.0
P21,990

- Android 4.1.2 Jelly Bean
- 1.6GHz quad-core processor
- 5MP rear, 1.3MP front camera
- 8" 1280 x 800 TFT display
- 16/32GB built-in, microSD, 2GB RAM
- Wi-Fi, Bluetooth, DLNA, 2G, 3G, USB 2.0, microUSB



Samsung GALAXY Note 10.1 2014 Edition
P25,990

- Android support
- 1.9GHz Big core quad + 1.3GHz Little core quad processor
- 8MP rear, 2MP front camera
- 10.1" 2560 x 1600 LCD
- 16GB built-in, microSD, 3GB RAM
- Wi-Fi, Bluetooth 4.0, DLNA, microUSB



Samsung GALAXY Note EDGE
P43,990

- Android 4.4 KitKat
- 2.7GHz quad-core Qualcomm Snapdragon 805 processor
- 16MP rear, 3.7MP front camera
- 5.6" 2560 x 1600 quad HD+ Super AMOLED
- 32GB built-in, microSD up to 128GB, 3GB RAM
- Wi-Fi, Bluetooth 4.1, USB 2.0, IR LED
- S Pen



Samsung GALAXY NotePRO 12.2
P39,990

- Android 4.4 KitKat
- 1.9GHz + 1.3GHz quad-core processor
- 8MP rear, 2MP front camera
- 12.2" 2560 x 1600 LCD
- 32/64GB built-in, microSD, 3GB RAM
- Wi-Fi, Bluetooth 4.0, ANT+, USB 3.0



Samsung GALAXY S5
P34,990 (16GB)

- Android 4.4.2 Kitkat
- 2.5GHz quad-core processor
- 16MP rear, 2MP front camera
- 5.1" 1920 x 1080 FHD Super AMOLED display
- 16/32GB built-in, microSD, 2GB RAM
- Wi-Fi, Bluetooth 4.0, NFC, USB 3.0



Samsung GALAXY S6
P35,990 (32GB)
P41,990 (64GB)

- Android 5.0 Lollipop
- 1.5GHz quad-core Cortex-A53 + 2.1GHz quad-core Cortex-A57 processor
- 16MP rear with OIS, 5MP front camera
- 5.1" 2560 x 1440 577ppi Super AMOLED display
- 32/64GB built-in, 3GB RAM
- Wi-Fi, LTE, Bluetooth 4.1, NFC, microUSB 2.0, Samsung Pay



Samsung GALAXY Tab S 8.4
P24,990

- Android 4.4.2 KitKat
- 1.9GHz + 1.3GHz quad-core processor
- 8MP rear, 2.1MP front camera
- 8.4" 2560 x 1600 LCD
- 16/32GB built-in, microSD, 3GB RAM
- Wi-Fi, Wi-Fi Direct, DLNA, Wi-Fi hotspot, Bluetooth 4.0 A2DP, microUSB 2.0



Samsung GALAXY Tab S 10.5
P29,990

- Android 4.4 KitKat
- 2.3GHz quad-core Snapdragon 800 processor
- 8MP rear, 2.1MP front camera
- 10.5" 2560 x 1600 LCD
- 16GB built-in, microSD, 3GB RAM
- Wi-Fi, Bluetooth 4.0, GPS, 3G



Sony Xperia Z2
P27,190

- Android 4.4 KitKat
- 2.3GHz quad-core Qualcomm MSM8974AB processor
- 20.7MP rear, 2.2MP front camera
- 5.2" 1920 x 1080 Full HD TRILUMINOS display
- 16GB built-in, microSD, 3GB RAM
- Wi-Fi, Bluetooth 4.0, NFC, USB 2.0, microUSB
- waterproof, dustproof



Sony Xperia Z2 Tablet
P29,790

- Android 4.4 KitKat
- 2.3GHz quad-core Qualcomm Adreno 330 processor
- 8.1MP rear, 2.2MP front camera
- 10.1" 1920 x 1200 display
- 16GB built-in, microSD, 3GB RAM
- Wi-Fi, Bluetooth 4.0, DLNA, NFC, microUSB
- waterproof, dustproof



Sony Xperia Z3
P34,090

- Android 4.4.4 KitKat
- 2.5GHz quad-core Qualcomm MSM8974AC Snapdragon 801 processor
- 20.7MP rear, 2.2MP front camera; 2160p video recording
- 5.2" 1080 x 1920 IPS capacitive LCD
- 16GB built-in, microSD, 3GB RAM
- NFC, Wi-Fi, Bluetooth 4.0, microUSB, 4G LTE
- nanoSIM



Sony Xperia Z3 Compact
P27,690

- Android 4.4.4 KitKat
- 2.5GHz quad-core Qualcomm MSM8974AC Snapdragon 801 processor
- 20.7MP rear, 2.2MP front camera; 2160p video recording
- 4.6" 720 x 1280 IPS capacitive LCD
- 16GB built-in, microSD, 2GB RAM
- Wi-Fi, Bluetooth 4.0, microUSB, 4G LTE
- nanoSIM



Sony Xperia Z3 Tablet Compact
P31,990

- Android 4.4.2 KitKat
- 2.5GHz quad-core Qualcomm MSM8974AB Snapdragon 801 processor
- 8.1MP rear, 2.2MP front camera; 1080p video recording
- 8" 1200 x 1920 TFT LCD
- 16/32GB built-in, microSD, 3GB RAM
- NFC, Wi-Fi, Bluetooth 4.0, microUSB, 4G LTE
- nanoSIM



Vertu Constellation
P287,000

- Android 4.2 Jelly Bean
- 1.7GHz dual-core Qualcomm Snapdragon processor, Adreno 320 GPU
- 13MP rear, 1.3MP front camera; 1080p video recording
- 4.3" 720 x 1280 display
- 32GB built-in, microSD, 1GB RAM
- Wi-Fi, Bluetooth, 3G, microUSB

NDA 2015

NATIONAL DIGITAL ARTS AWARDS 2015

#DIGITALPINOYAKO

DEADLINE OF SUBMISSION IS ON OCTOBER 16, 2015

I. Eligibility:

The NDAA2015 will be open to Filipino students in the Philippines ONLY. (To view Full Mechanics visit: www.ndaa.globaltronics.net)

II. Categories:

Motion Graphics/Animated Video

- I. Resolution: 1280 x 720
- II. File Output: h.264 (mp4)
- III. No templates allowed
- IV. All materials must be original (e.g. Images or videos used)
- V. Audio is required and must be original
- VI. Length of video must be atleast 60 to maximum of 90 seconds.

Print

- I. Resolution: 300 dpi
- II. File Output: JPEG (.jpg)
- III. Size: A3
- IV. All materials must be original (e.g. Images or Photographs used)

III. The participants will create work based on the following theme.

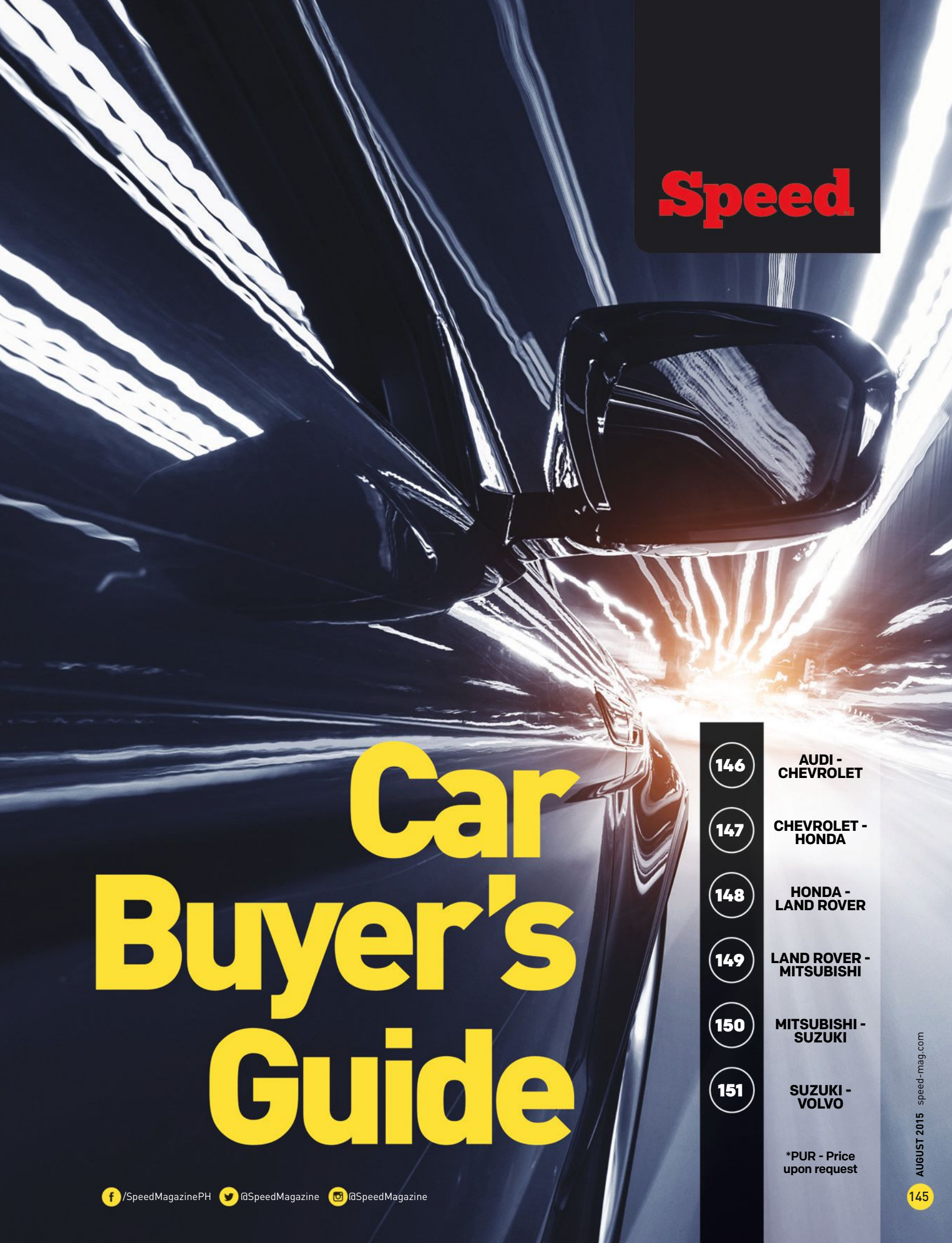
#DIGITALPINOYAKO

This year, NDAA aims to highlight works from the Filipino youth – their interpretation of the Philippines as a country that continues to rise with the help of digital technology. All participants should create works that show the integration of technology and rich visual media as integral to nation-building, instilling nationalism in every Filipino, and how moving forward, our young people can influence culture using positive values towards affirmative change.

A total of Php 1,000,000 cash and prizes to be won.

To view the full mechanics please visit our website:
www.ndaa.globaltronics.net

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MODEL	PRICE	DISPLACEMENT (L)	TRANSMISSION	FUEL	POWER (hp)	TORQUE (Nm)
AUDI						
A1						
1.4 TFSI	P1,850,000	1.4	7AT	G	120	200
1.4 Sportback	P1,950,000	1.4	7AT	G	120	200
A3						
TDI Attraction	P2,630,000	2.0	7AT	G	148	320
TDI Ambition	P2,730,000	2.0	7AT	G	148	320
TFSI S-Tronic	P2,790,000	1.8	7AT	G	178	250
TFSI Quattro S-Tronic	P4,500,000	2.0	7AT	G	276	380
A4						
1.8 TFSI Multitronic	P3,080,000	1.8	CVT	G	168	320
1.8 TFSI Multitronic	P3,150,000	1.8	CVT	G	168	320
2.0 TDI Multitronic	P3,190,000	2.0	CVT	D	143	320
2.0 TDI Multitronic	P3,290,000	2.0	CVT	D	148	320
A6						
2.0 TDI S-tronic	P4,750,000	2.0	7AT	D	175	380
3.0 TDI Quattro	P5,550,000	3.0	7AT	D	245	580
3.0 TFSI Quattro	P5,650,000	3.0	7AT	G	310	325
A7						
3.0 TFSI Quattro	P6,630,000	3.0	7AT	G	296	439
A8						
4.2 TFSI Quattro	P10,100,000	4.2	8AT	G	372	328
3.0 TDI Quattro	P8,800,000	3.0	8AT	D	247	550
Q3						
1.4 TFSI	P2,990,000	1.4	7AT	G	147	340
2.0 TDI	P3,390,000	2.0	7AT	D	175	380
Q5						
2.0 TFSI Quattro S-tronic	P4,080,000	2.0	7AT	G	211	350
2.0 TFSI Quattro	P4,230,000	2.0	7AT	G	208	350
2.0 TDI Quattro	P4,430,000	2.0	7AT	D	175	380
Q7						
3.0 TDI Quattro	P6,450,000	3.0	6AT	D	237	500
3.0 TDI Quattro S-Line	P7,150,000	3.0	6AT	D	237	500
R8						
5.2 FSI Quattro	P13,800,000	5.2	7-DCT	G	525	530
5.2 FSI Quattro Spyder	P16,800,000	5.2	7-DCT	G	525	530
4.2 V8 FSI Quattro R-Tronic	P12,500,000	4.2	6AT	G	419	430
RS						
RS5 3.2 FSI Quattro	P5,700,000	3.2	7AT	G	444	430
TT						
2.0 TFSI S-Line	P4,315,000	2.0	6-DCT	G	200	280



BAIC						
A1 Sedan						
A113	P665,000	1.3	5MT	G	99	124
A115	P780,000	1.5	4AT	G	113	143
A1 Hatchback						
A113	P648,000	1.3	5MT	G	99	124
A115	P798,000	1.5	4AT	G	113	143
A523 (Senoa)						
Elite	P2,389,000	2.3	5AT	G	250	350
SUV						
X424	P1,400,000	2.4	5MT	G	143	217
WEVAN						
MZ40 1.2 Comfort	P468,000	1.2	5MT	G	86	108
MZ40 1.2 Luxury	P488,000	1.2	5MT	G	86	108
MZ45 7-str	P580,000	1.2	5MT	G	86	108
MZ45 8-str	P598,000	1.2	5MT	G	86	108
MZ45 9-str	P598,000	1.2	5MT	G	86	108

BMW						
1-Series						
116i Essential	P1,890,000	1.6	8AT	G	134	220
116i Package	P2,290,000	1.6	8AT	G	134	220
118d Urban Essential	P2,090,000	2.0	8AT	D	141	320
118d Sport Essential	P2,090,000	2.0	8AT	D	141	320
118d Urban Package	P2,590,000	2.0	8AT	D	141	320
118d Sport Package	P2,590,000	2.0	8AT	D	141	320
2-Series						
220i Coupe Sport Essential	P2,390,000	2.0	8AT	G	184	270
220i Coupe Sport Package	P2,990,000	2.0	8AT	G	184	270
218i Active Tourer Essential	P2,290,000	1.5	6AT	G	134	220
218i Active Tourer Package	P2,950,000	1.5	6AT	G	134	220
3-Series						
318d Essential	P2,390,000	2.0	8AT	D	143	320
318d Package	P2,990,000	2.0	8AT	D	143	320
320d Luxury Essential	P2,790,000	2.0	8AT	D	184	380
320d Modern Essential	P2,790,000	2.0	8AT	D	184	380
320d Sport Essential	P2,790,000	2.0	8AT	D	184	380
320d Luxury Package	P3,550,000	2.0	8AT	D	184	380
320d Modern Package	P3,550,000	2.0	8AT	D	184	380
320d Sport Package	P3,550,000	2.0	8AT	D	184	380
328i Sport Essential	P3,430,000	2.0	8AT	G	242	350
328i Sport Package	P4,290,000	2.0	8AT	G	242	350
4-Series						
420d Sport Essential	P3,190,000	2.0	8AT	D	184	380
420d Sport Package	P3,990,000	2.0	8AT	D	184	380
420d Gran Coupe Luxury Essential	P3,490,000	2.0	8AT	D	184	380



MODEL	PRICE	DISPLACEMENT (L)	TRANSMISSION	FUEL	POWER (hp)	TORQUE (Nm)
4-Series						
420d Gran Coupe Sport Essential	P3,490,000	2.0	8AT	D	184	380
420d Gran Coupe Luxury Package	P4,290,000	2.0	8AT	D	184	380
420d Gran Coupe Sport Package	P4,290,000	2.0	8AT	D	184	380
5-Series						
520d Business Package	P4,190,000	2.0	8AT	D	184	380
520d Luxury Package	P4,990,000	2.0	8AT	D	184	380
528i Essential	P4,390,000	3.0	8AT	G	245	350
528i Package	P5,490,000	3.0	8AT	G	245	350
530d GT Luxury Essential	P5,790,000	3.0	8AT	D	242	540
530d GT Luxury Package	P6,190,000	3.0	8AT	D	242	540
6-Series						
640i Gran Coupe Essential	P6,790,000	3.0	8AT	G	320	450
640i Gran Coupe Package	P8,390,000	3.0	8AT	G	320	450
640i Coupe	P7,890,000	3.0	8AT	G	320	450
650i Coupe	PUR	4.4	8AT	G	407	600
650i Convertible	P10,700,000	4.4	8AT	G	407	600
7-Series						
730Li Essential	P6,990,000	3.0	8AT	G	254	310
730Li Package	P8,690,000	3.0	8AT	G	254	310
740Li	P7,190,000	3.0	8AT	G	322	450
740Li Package	P8,890,000	3.0	8AT	G	322	450
M Series						
M135i Hatch/ Coupe	P4,490,000	3.0	8AT	G	431	310
M235i	P4,990,000	3.0	8AT	G	431	550
M3 Sedan Pure	P7,490,000	3.0	6MT	G	431	550
M3 Sedan	P8,490,000	3.0	7DCT	G	431	550
M4 Pure Edition	P7,790,000	3.0	6MT	G	431	550
M4	P8,790,000	3.0	7DCT	G	431	550
X1						
sDrive 18d Essential	P2,390,000	2.0	6AT	D	141	320
sDrive 18d Package	P2,990,000	2.0	6AT	D	141	320
sDrive 18d xLine/ Sport Package	P3,290,000	2.0	6AT	D	141	320
sDrive 18d M Sport	P3,690,000	2.0	6AT	D	141	320
X3						
xDrive 18d SE Essential	P2,990,000	2.0	8AT	D	150	360
xDrive 18d SE Package	P3,690,000	2.0	8AT	D	150	360
xDrive 20d Xline	P3,490,000	2.0	8AT	D	190	400
Essential						
xDrive 20d Xline Package	P3,690,000	2.0	8AT	D	190	400
X4						
xDrive 20d Essential	P3,890,000	2.0	8AT	D	190	400
xDrive 20d Package	P4,790,000	2.0	8AT	D	190	400
xDrive 30d Essential	P4,790,000	3.0	8AT	D	258	600
xDrive 30d M Sport Package	P5,990,000	3.0	8AT	D	258	600
X5						
xDrive 30d Essential	P5,190,000	3.0	8AT	D	258	560
xDrive 30d Package	P6,490,000	3.0	8AT	D	258	560
xDrive 30d Experience	P6,990,000	3.0	8AT	D	258	560
xDrive 30d Excellence	P6,990,000	3.0	8AT	D	258	560
xDrive 30d M Sport Package	P7,290,000	3.0	8AT	D	258	560
X6						
xDrive 30d Essential	P5,990,000	3.0	8AT	D	242	540
xDrive 30d	P7,490,000	3.0	8AT	D	242	540
Z4						
20i sDrive Essential	P3,390,000	2.0	8AT	D	184	270
20i sDrive Package	P4,190,000	2.0	8AT	D	184	270
BYD						
F0						
1.0 G-I MT	P468,000	1.0	5MT	G	67	90
F5						
GS-I 1.5 TID DCT	P1,288,000	1.5	6AT	G	152	240
L3						
GL-I 1.5 MT	P738,000	1.5	5MT	G	107	145
GS-I 1.5 AT	P828,000	1.5	6AT	G	107	145
Qin						
Qin	2,488,000	1.5	6DCT	G	301	479
S6						
2.0 4x2 MT	P1,168,000	2.0	5MT	G	140	186
2.4 4x2 AT	P1,258,000	2.4	4AT	G	160	215
CHEVROLET						
Camaro						
V6 (LLT) 2LT Coupe 1EH37	P3,218,888	3.6	6AT	G	323	377
V8 (L99) 2SS Coupe 1ET37	P4,138,888	6.2	6AT	G	400	556
Captiva						
2.4L Gas 4x2 AT LS	P1,298,000	2.4	6AT	G	166	229
2.0L Diesel 4x2 LS	P1,398,000	2.0	6AT	D	148	320
2.4L Gas 4x4 AT LT	P1,768,888	2.4	6AT	G	166	229
2.0L Diesel 4x4 LT	P1,868,888	2.0	6AT	D	148	320
Colorado						
2.5L 4x2 MT LT	P1,298,000	2.5	6AT	D	163	380

MODEL	PRICE	DISPLACEMENT (L)	TRANSMISSION	FUEL	POWER (hp)	TORQUE (Nm)
Colorado						
2.8L 4x4 MT LTZ	P1,468,888	2.8	5MT	D	200	440
2.8L 4x4 AT LTZ	P1,538,888	2.8	5MT	D	200	500
2.8L 4x4 MT Tracker Edition	P1,588,888	2.8	6MT	D	198	440
Cruze						
1.8 L MT	P858,888	1.8	5MT	G	139	176
1.8 LS MT	P908,888	1.8	5MT	G	139	176
1.8 LS AT	P963,888	1.8	6AT	G	139	176
1.8 LT AT	P1,103,888	1.8	6AT	G	139	176
2.0 VCDi LT AT	P1,313,888	2.0	6AT	D	148	320
Malibu						
2.4 LT	P1,398,888	2.4	6AT	G	165	225
2.4 LTZ	P1,528,888	2.4	6AT	G	165	225
Orlando						
1.8 LT	P1,238,888	1.8	6AT	G	139	176
Sonic						
1.4 LS MT	P718,888	1.4	5MT	G	99	130
1.4 LS AT	P758,888	1.4	6AT	G	99	130
1.4 LT MT	P748,888	1.4	5MT	G	99	130
1.4 LT AT	P788,888	1.4	6AT	G	99	130
1.4 LTZ Sedan MT	P778,888	1.4	5MT	G	99	130
1.4 LTZ Sedan AT	P828,888	1.4	6AT	G	99	130
1.4 LTZ Hatchback MT	P788,888	1.4	5MT	G	99	130
1.4 LTZ Hatchback AT	P838,888	1.4	6AT	G	99	130
Spark						
1.0L MT	P548,888	1.0	5MT	G	67	93
1.0L AT	P598,888	1.0	4AT	G	67	93
1.2LT	P598,888	1.2	5MT	G	80	110
Spin						
1.3 LS MT	P838,888	1.3	5MT	D	74	190
1.5 LTZ AT	P858,888	1.5	6AT	G	108	141
1.3 LTZ MT	P928,888	1.3	5MT	D	74	190
Suburban						
4x2 2LT	P3,688,888	5.3	6AT	G	321	454
4x2 2LT	P4,038,888	5.3	6AT	G	321	454
Tahoe						
5.3 4x2	P3,388,888	5.3	6AT	G	321	454
Trailblazer						
2.5 4x2 LT MT	P1,298,000	2.5	5MT	D	163	380
2.5 4x2 LT MT (MT)	P1,378,000	2.5	5MT	D	163	380
2.8 4x2 L (AT)	P1,398,000	2.8	6AT	D	200	500
2.8 4x2 LT AT	P1,488,888	2.8	6AT	D	200	500
2.8 4x2 LT MT	P1,588,000	2.8	6AT	D	200	500
2.8 4x4 LTZ AT	P1,748,888	2.8	6AT	D	200	500
2.8 4x4 LTZ SE AT	P1,788,888	2.8	6AT	D	200	500



CHRYSLER						
300C						
3.6 V6	P2,950,000	3.6	8AT	G	292	340
Town and Country						
3.6 V6 Limited	PUR	3.6	6AT	G	283	344

DODGE						
Challenger						
6.1 SRT8 V8	P3,900,000	6.1	5AT	G	470	637
Charger						
R/T AT	P3,450,000	5.7	5MT	G	368	569
Durango						
3.6 Citadel V6	P3,780,000	3.6	5AT	G	290	352

FORD						
EcoSport						
1.5 Ambiente MT	P775,000	1.5	6AT	G	108	142
1.5 Trend MT	P835,000	1.5	6AT	G	108	142
1.5 Trend AT	P885,000	1.5	6AT	G	108	142
1.5 Titanium AT	P985,000	1.5	6AT	G	108	142
Escape						
1.6L SE EcoBoost	P1,490,000	1.6	6AT	G	178	240
2.0L Titanium EcoBoost	P1,790,000	2.0	6AT	G	249	366
Everest						
Ambiente 2.2L 4x2 MT	P1,339,000	2.2	6MT	D	160	385
Ambiente 2.2L 4x2 AT	P1,399,000	2.2	6AT	D	160	385
Trend 2.2L 4x2 AT	P1,539,000	2.2	6AT	D	160	385
Titanium 2.2L 4x2 AT	P1,639,000	2.2	6AT	D	160	385
Titanium 3.2L 4x4 AT	P1,899,000	3.2	6AT	D	200	470
Titanium Premium 3.2L 4x4 AT	P1,999,000	3.2	6AT	D	200	470
Expedition						
3.5 EL Platinum with EcoBoost	P3,488,000	3.5	6AT	G	310	365
Explorer						
2.0 4x2 EcoBoost	P2,445,000	2.0	6AT	G	240	366
3.5 4x4 Limited	P2,695,000	3.5	6AT	G	290	346
3.5L V6 AWD EcoBoost	P2,799,000	3.5	6AT	G	365	475
Fiesta						
1.0 EcoBoost	P898,000	1.0	6AT	G	123	170
1.5 Ambiente MT (4-dr)	P698,000	1.5	5MT	G	110	140
1.5 Trend MT (4-dr)	P748,000	1.5	5MT	G	110	140
1.5 Trend AT (4-dr)	P798,000	1.5	6AT	G	110	140
1.5 Titanium AT (4-dr)	P868,000	1.5	6AT	G	110	140
1.5 Ambiente MT (5-dr)	P698,000	1.5	5MT	G	110	140
1.5 Trend MT (5-dr)	P748,000	1.5	5MT	G	110	140
1.5 Trend AT (5-dr)	P798,000	1.5	6AT	G	110	140

Fiesta						
1.5 Titanium AT (5-dr)	P868,000	1.5	6AT	G	110	140
Focus						
1.6 Ambiente MT (4-dr)	P859,000	1.6	5MT	G	123	159
1.6 Ambiente AT (4-dr)	P939,000	1.6	6ST	G	123	159
1.6 Trend (4-dr)	P999,000	1.6	6AT	G	123	159
1.6 Ambiente AT (5-dr)	P939,000	1.6	6AT	G	123	159
1.6 Trend AT (5-dr)	P999,000	1.6	6AT	G	123	159
2.0 Titanium+ (4-dr)	P1,233,000	2.0	6AT	G	168	202
2.0 Titanium+ (5-dr)	P1,233,000	2.0	6AT	G	168	202
Mustang						
2.3L EcoBoost Premium	P2,499,000	2.3	6AT	G	310	434
5.0L V8 GT Premium	P2,999,000	5.0	6AT	G	435	542
Ranger						
2.2 4x2 Chassis Cab	P699,000	2.2	5MT	D	118	285
2.2 4x2 Single Cab	P769,000	2.2	5MT	D	118	285
2.2 4x2 Base	P859,000	2.2	5MT	D	118	285
2.2 4x2 LT MT	P959,000	2.2	5MT	D	118	285
2.2 4x2 XLT MT	P1,099,000	2.2	6MT	D	148	375
Trekker XLT 4x2	P1,139,000	2.2	6MT	D	148	375
2.2 4x2 XLT AT	P1,169,000	2.2	6AT	D	148	375
2.2 4x4 XL MT	P1,189,000	2.2	6MT	D	148	375
2.2 Wildtrak 4x2 MT	P1,229,000	2.2	6MT	D	148	375
2.2 Wildtrak 4x2 AT	P1,299,000	2.2	6AT	D	148	375
2.2 Wildtrak 4x4 MT	P1,379,000	2.2	6MT	D	148	375
2.2 Wildtrak 4x4 AT	P1,449,000	2.2	6AT	D	148	375
3.2 Wildtrak 4x4 MT	P1,509,000	3.2	6MT	D	197	470
3.2 Wildtrak 4x4 AT	P1,579,000	3.2	6AT	D	197	470

FOTON						
Thunder						
Thunder 4x2 Turbo	P898,000	2.8	5MT	D	161	360
Thunder 4x4 Turbo	P1,118,000	2.8	5MT	D	161	360
Strike 4x2	P998,000	2.8	5MT	D	161	360
Ironman 4x2	P1,248,000	2.8	5MT	D	161	360
Ironman 4x4	P1,468,000	2.8	5MT	D	161	360
Transvan						
15-seater	P920,000	2.8	5MT	D	94	225
View Traveller						
Traveller (15-seater)	P1,299,000	2.8	5MT	D	128	280
Traveller (18-seater)	P1,329,000	2.8	5MT	D	128	280

HONDA						
Accord						
2.4 S	P1,720,000	2.4	5AT	G	175	226
3.5 SV AT V6	P2,097,000	3.5	6AT	G	281	339
Brio						
1.3 S	P609,000	1.3	5MT	G	99	127
1.3 S	P649,000	1.3	5AT	G	99	127
1.3 V	P689,000	1.3	5MT	G	99	127
1.3 V	P729,000	1.3	5AT	G	99	127
Brio Amaze						
1.3 E	P629,000	1.3	5MT	G	99	127
1.3 E	P689,000	1.3	5AT	G	99	127
1.3 V	P729,000	1.3	5MT	G	99	127
1.3 V	P769,000	1.3	5AT	G	99	127
City						
1.5 E MT	P759,000	1.5	5MT	G	120	145
1.5 E CVT	P799,000	1.5	CVT	G	120	145
1.5 VX Navi CVT	P898,000	1.5	CVT	G	120	145
1.5 VX+Navi CVT	P988,000	1.5	CVT	G	120	145
Civic						
1.8 S MT	P948,000	1.8	5MT	G	141	174
1.8 S AT	P988,000	1.8	5AT	G	141	174
1.8 E AT	P1,078,000	1.8	5AT	G	141	174
1.8 E AT Modulo	P1,138,000	1.8	5AT	G	141	174
2.0 EL AT	P1,258,000	2.0	5AT	G	155	190
2.0 EL AT Mugen	P1,388,000	2.0	5AT	G	155	190
CR-V						
2.0 V MT	P1,328,000	2.0	6MT	G	153	190
2.0 V AT	P1,368,000	2.0	5AT	G	153	190
2.0 S AT	P1,498,000	2.0	5AT	G	153	190
2.4 SX AT	P1,688,000	2.4	5AT	G	185	220
CR-Z						
Standard MT	P1,390,000	1.5	6MT	G	136	190
Standard CVT	P1,480,000	1.5	CVT	G	135	171
Modulo MT	P1,470,000	1.5	6MT	G	136	190
Modulo CVT	P1,560,000	1.5	CVT	G	135	171
Mugen MT	P1,860,000	1.5	6MT	G	136	190
Mugen CVT	P1,950,000	1.5	CVT	G	135	171
HR-V						
1.8L S CVT	P1,190,000	1.8	CVT	G	139	172
1.8L E CVT	P1,230,000	1.8	CVT	G	139	172
1.8L E CVT Modulo	P1,290,000	1.8	CVT	G	139	172
1.8L EL CVT	P1,340,000	1.8	CVT	G	139	172
1.8L EL CVT Mugen	P1,500,000	1.8	CVT	G	139	172
Jazz						
1.5 V MT	P778,000	1.5	5MT	G	118	145
1.5 V CVT	P818,000	1.5	CVT	G	118	145
1.5 VX CVT	P918,000	1.5	CVT	G	118	145
1.5 VX+ CVT	P958,000	1.5	CVT	G	118	145
1.5 V MT Mugen	P908,000	1.5	5MT	G	118	145
Mobilio						
1.5 E MT	P807,000	1.5	5MT	G	118	145

MODEL	PRICE	DISPLACEMENT (L)	TRANSMISSION	FUEL	POWER (hp)	TORQUE (Nm)
Mobilio						
1.5 V (CVT)	P877,000	1.5	CVT	G	118	145
1.5 RS Navi CVT	P967,000	1.5	CVT	G	118	145
Odyssey						
2.4 EX-V Navi	P2,348,000	2.4	CVT	G	173	226
Pilot						
3.5 EXL	P2,600,000	3.5	5AT	G	253	347

HYUNDAI						
Accent						
1.4 E MT	P648,000	1.4	6MT	G	99	133
1.4 E CVT	P698,000	1.4	CVT	G	99	133
1.4 S MT	P768,000	1.4	6MT	G	99	133
1.4 S CVT	P828,000	1.4	CVT	G	99	133
1.4 L CVT	P888,000	1.4	CVT	G	99	133
1.6 E MT	P728,000	1.6	6MT	D	126	260
1.6 E AT	P778,000	1.6	6AT	D	126	260
Hatch 1.6 MT	P768,000	1.6	6MT	D	126	260
Hatch 1.6 E MT	P808,000	1.6	6MT	D	126	260
Hatch 1.6 E AT	P858,000	1.6	4AT	D	126	260
Hatch 1.6 L AT	P968,000	1.6	4AT	D	126	260

Azera						
3.0 (6AT)	P1,988,000	3.0	6AT	G	247	282
Elantra						
1.6 GL MT	P818,000	1.6	6MT	G	128	157
1.6 GL AT	P888,000	1.6	6AT	G	128	157
1.6 E MT	P888,000	1.6	6MT	G	128	157
1.6 E CVT	P948,000	1.6	6AT	G	128	157
1.6 S MT	P948,000	1.6	6MT	G	128	157
1.8 GLS AT	P958,000	1.8	6AT	G	148	178
1.6 S CVT	P1,008,000	1.6	6AT	G	128	157
1.6 L CVT	P1,118,000	1.6	6AT	G	128	157
1.8 L CVT	P1,258,000	1.8	6AT	G	148	178

Eon						
0.8 GL	P438,000	0.8	5MT	G	55	75
0.8 GLS	P508,000	0.8	5MT	G	55	75

Genesis						
3.8 GLS	P3,098,000	3.8	6AT	G	286	365

Genesis Coupe						
2.0 Turbo GL MT	P1,518,000	2.0	6MT	G	256	353
2.0 Turbo MT, Brembo	P1,818,000	2.0	6MT	G	256	353
2.0 Turbo GL AT	P1,838,000	2.0	8AT	G	256	353
3.8 V6 MT, Brembo	P1,958,000	3.8	6MT	G	299	396
3.8 V6 AT	P1,988,000	3.8	8AT	G	299	396

Grand i10						
Grand i10 1.0 E	P538,000	1.0	5MT	G	65	94
Grand i10 1.0 S MT	P588,000	1.0	5MT	G	65	94
Grand i10 1.0 S AT	P628,000	1.0	4AT	G	65	94
Grand i10 1.0 L	P698,000	1.0	4AT	G	65	94
Grand i10 1.2 L	P728,000	1.2	4AT	G	86	120

Grand Starex						
TCi FL 10-str MT	P1,348,000	2.5	5MT	D	99	226
TCi FL 12-str MT	P1,378,000	2.5	5MT	D	99	226
VGT GLS 10-str MT	P1,688,000	2.5	5MT	D	168	392
VGT GLS 12-str MT	P1,728,000	2.5	5MT	D	168	392
VGT GLS 10-str 5AT	P1,818,000	2.5	5AT	D	168	392
VGT Gold 5AT 10-str	P2,018,000	2.5	5AT	D	168	392

i10						
1.1 GL MT	P488,000	1.1	5MT	G	65	99
1.1 GLS MT	P528,000	1.1	5MT	G	65	99
1.1 GL AT	P558,000	1.1	4AT	G	65	99
1.1 GLS AT	P598,000	1.1	4AT	G	65	99

i20						
i20 Cross Sport 1.4 PP	PUR	1.4	4AT	G	100	133
i20 Cross Sport 1.4 PP	PUR	1.4	6MT	D	90	201

Santa Fe						
2.2 R-eVGT 2WD						
2.2 LE R-eVGT 4x2	P1,568,000	2.2	6MT	D	194	422
2.2 LE R-eVGT 4x4	P1,768,000	2.2	6AT	D	194	422
2.2 Grand Santa Fe	P2,228,000	2.2	6AT	D	194	422

Sonata						
Sonata 2.4 GLS AT						
Sonata 2.4 GLS AT Premium	P1,698,000	2.4	6AT	G	178	228
	P1,898,000	2.4	6AT	G	178	228

Tucson						
2.0 GL MT	P1,058,000	2.0	6MT	G	156	192
2.0 GL AT	P1,118,000	2.0	6AT	G	156	192
2.0 GLS AT	P1,288,000	2.0	6AT	G	156	192
2.0 R-eVGT GL AT	P1,428,000	2.0	6AT	D	175	392

ISUZU						
Crosswind						
XS	P750,000	2.5	5MT	D	84	185
XL	P794,000	2.5	5MT	D	84	185
XL LE (MT)	P804,000	2.5	5MT	D	84	185
XT	P883,000	2.5	5MT	D	84	185
XT LE	P893,000	2.5	5MT	D	84	185
XUV	P1,010,000	2.5	4AT	D	84	185
Sportivo MT	P1,130,000	2.5	5MT	D	84	185
Sportivo AT	P1,195,000	2.5	4AT	D	84	185
D-Max						
FLEXI-QUBE	P880,000	2.5	5MT	D	108	280



MODEL	PRICE	DISPLACEMENT (L)	TRANSMISSION	FUEL	POWER (hp)	TORQUE (Nm)
D-Max						
LT 4x2 MT	P872,000	2.5	5MT	D	108	280
LT-X 4x2 MT	P935,000	2.5	5MT	D	108	280
LT 4x4 MT	P1,178,000	2.5	5MT	D	144	294
LS 4x2 MT	P1,154,000	2.5	5MT	D	144	294
LS 4x2 AT	P1,206,000	2.5	5AT	D	144	294
LS 4x4 MT	P1,428,000	2.5	5MT	D	144	294
LS 4x4 AT	P1,487,000	2.5	5AT	D	144	294

MU-X						
4x2 LS MT	P1,188,000	2.5	5MT	D	134	320
4x2 LS-M MT	P1,260,000	2.5	5MT	D	134	320
4x2 LS-A AT	P1,358,000	2.5	5AT	D	134	320
4x4 LS-A AT	P1,748,000	2.5	5AT	D	134	320

JAGUAR						
F-Type						
Coupe	PUR	3.0	8AT	G	340	450
Convertible	PUR	3.0	8AT	G	340	450
S Coupe	PUR	3.0	8AT	G	380	460
S Convertible	PUR	3.0	8AT	G	380	460
V8 S Convertible	PUR	5.0	8AT	G	495	624

XF						
3.0 V6 Diesel	PUR	3.0	8AT	D	237	500
3.0 V6 Diesel S	PUR	3.0	8AT	D	271	600
3.0 V6 Petrol	PUR	3.0	8AT	G	235	293
5.0 V8 Petrol	PUR	5.0	6AT	G	380	515
Supercharged	PUR	5.0	6AT	G	503	625

XJ						
5.0 L V8	PUR	5.0	6AT	G	380	515
Supercharged	PUR	5.0	6AT	G	503	625

XK						
Coupe	PUR	5.0	6AT	G	380	515
Convertible	PUR	5.0	6AT	G	380	515
XKR Coupe	PUR	5.0	6AT	G	503	625
XKR Convertible	PUR	5.0	6AT	G	503	625
XKR-S	PUR	5.0	6AT	G	542	680

JEEP						
Grand Cherokee						
3.6 V6 Limited	PUR	3.0	5AT	D	241	550
Wrangler						
Rubicon Unlimited	PUR	2.8	5AT	D	200	460

KIA						
Carens						
1.7 LX MT	P1,155,000	1.7	6MT	D	134	320
1.7 LX AT	P1,270,000	1.7	6AT	D	134	320
1.7 EX AT	P1,525,000	1.7	6AT	D	134	320

Forte						
Forte Sedan	P965,000	1.6	6AT	G	130	157
Forte Koup	P1,090,000	2.0	6AT	G	161	94
Forte 5	P1,190,000	2.0	6AT	G	161	94

Grand Carnival						
2.2L EX CRDi (7-str)	P2,300,000	2.2	6AT	D	200	440

Optima						
2.4 EX	P1,490,000	2.4	6AT	G	178	231

Picanto						
1.0 EX MT	P485,000	1.0	5MT	G	68	94
1.0 EX AT	P575,000	1.0	4AT	G	68	94
1.2 EX MT	P650,000	1.2	5MT	G	86	120

Rio						
1.2 LX 4-dr	P635,000	1.2	5MT	G	86	120
1.2 SLX 4-DR	P662,000	1.2	5MT	G	86	120
1.4 EX 4-dr MT	P735,000	1.4	6MT	G	106	137
1.4 EX 4-dr AT	P775,000	1.4	4AT	G	106	137
1.4 EX-S 4-dr AT	P895,000	1.4	4AT	G	106	137
1.4 EX 5-dr AT	P895,000	1.4	4AT	G	106	137

Sorento						
2.4 LX 4x2 AT	P1,285,000	2.4	6AT	G	174	227
2.2 LX 4x2 AT	P1,395,000	2.2	6AT	D	194	436
2.2 LX AWD AT	P1,495,000	2.2	6AT	D	194	436
2.2 EX 4x2 AT	P1,810,000	2.2	6AT	D	194	436
2.2 EX AWD AT	P1,935,000	2.2	6AT	D	194	436
2.2L EX AWD CRDi (7-str)	P2,300,000	2.2	6AT	D	200	440

Soul						
1.6 LX at CRDi	P1,020,000	1.6	6AT	D	126	260
1.6 EX at CRDi	P1,090,000	1.6	6AT	D	126	260

MODEL	PRICE	DISPLACEMENT (L)	TRANSMISSION	FUEL	POWER (hp)	TORQUE (Nm)
Range Rover						
Rover TDV8	PUR	3.0	6AT	D	309	700
V8 Supercharged	PUR	5.0	6AT	G	503	625
Range Rover Sport						
TDV6	PUR	3.0	8AT	D	208	520
V8 Supercharged	PUR	5.0	6AT	G	503	625
Range Rover Evoque						
Coupe Pure	PUR	2.0	6AT	G	237	340
Pure	PUR	2.0	6AT	G	237	340
Coupe Prestige	P5,500,000	2.0	6AT	G	237	340
Prestige	P5,350,000	2.0	6AT	G	237	340
Coupe Dynamic	PUR	2.0	6AT	G	237	340
Dynamic	PUR	2.0	6AT	G	237	340
LEXUS						
CT						
CT200h	P2,448,000	1.8	CVT	G	134	142
CT200h F-Sport	P3,268,000	1.8	CVT	G	134	142
ES						
ES350	P3,528,000	3.5	6AT	G	272	346
GS						
GS350	P4,358,000	3.5	6AT	G	312	378
GS350 F Sport	P4,978,000	3.5	6AT	G	312	378
GS450h	P5,548,000	3.5	CVT	G	538	344
GX						
GX460	P5,578,000	4.6	6AT	G	301	446
IS						
IS350	P2,578,000	3.5	8AT	G	306	300
IS350 Sport	P3,088,000	3.5	8AT	G	306	300
LS						
LS460L (5-str)	P7,418,000	4.6	8AT	G	381	498
LS460L (4-str)	P8,408,000	4.6	8AT	G	381	498
LS600hL (5-str)	P9,668,000	5.0	CVT	G	394	520
LS600hL (4-str)	P10,638,000	5.0	CVT	G	394	520
LX						
LX570	P6,988,000	5.7	6AT	G	383	546
NX						
NX200t	P2,848,000	2.0	6AT	G	235	350
NX200t F Sport	P3,288,000	2.0	6AT	G	235	350
NX300h	P3,908,000	2.5	CVT	G	154	206
RC						
RC350	P3,648,000	3.5	8AT	G	313	378
RCF	P5,868,000	5.0	8AT	G	470	530
RX						
RX350	P3,578,000	3.5	6AT	G	270	336
RX350 Full Option	P3,898,000	3.5	6AT	G	270	336
RX350 Premium	P3,898,000	3.5	6AT	G	270	336
RX450h	P4,878,000	3.5	CVT	G	295	317
LOTUS						
Elise S Club Racer	P4,650,000	1.8L	6MT	G	217	250
Elise 220 Cup	P5,350,000	1.8L	6MT	G	217	250
Exige S Roadster	P7,500,000	3.5L	6MT	G	345	400
Evora S Sport Racer	P8,880,000	3.5L	6MT	G	345	400
MAZDA						
BT-50						
2.2L 4x2 MT	P1,300,000	2.2	6MT	D	148	375
2.2L 4x2 AT	P1,350,000	2.2	6AT	D	148	375
3.2L 4x4 AT	P1,490,000	3.2	6AT	D	197	470
CX-5						
CX-5 Maxx	P1,395,000	2.0	6AT	G	153	200
2.0L FWD Pro	P1,495,000	2.0	6AT	G	153	200
2.5L AWD Sport	P1,695,000	2.5	6AT	G	185	250
CX-9						
3.7L Grand Touring AWD	P2,399,000	3.7	6AT	G	273	367
Mazda2						
SkyActiv S 4DR	P795,000	1.5	6AT	G	106	139
SkyActiv V 5DR	P855,000	1.5	6AT	G	106	139
SkyActiv V 4DR	P865,000	1.5	6AT	G	106	139
SkyActiv R 4DR	P925,000	1.5	6AT	G	106	139
Mazda3						
1.5 V SkyActiv 4-dr	P965,000	1.5	6AT	G	110	144
1.5 V SkyActiv 5-dr	P968,000	1.5	6AT	G	110	144
2.0 R SkyActiv 4-dr	P1,195,000	2.0	6AT	G	153	200
2.0 R SkyActiv 5-dr	P1,198,000	2.0	6AT	G	153	200
Mazda6						
Sports Wagon	P1,795,000	2.5	6AT	G	185	290
Sedan	P1,785,000	2.5	6AT	G	185	290
MX-5						
2.0L SkyActiv AT	P1,860,000	2.0	6AT	G	160	200
2.0L SkyActiv MT	P1,680,000	2.0	6MT	G	160	200
MERCEDES-BENZ						
A-Class						
A250 Sport	P2,580,000	2.0	7AT	G	208	350
B-Class						
B200 CGI	P2,280,000	1.6	7AT	G	156	250



MODEL	PRICE	DISPLACEMENT (L)	TRANSMISSION	FUEL	POWER (hp)	TORQUE (Nm)
C-Class						
C200 Avantgarde	P3,550,000	2.0	5AT	G	184	300
C250 AMG	P3,980,000	2.0	5AT	G	211	350
CLA						
CLA 250	P3,380,000	2.0	7DCT	G	208	350
CLA 45 AMG	By order	2.0	7DCT	G	360	450
CLC-Class						
CLC180K	P2,680,000	1.8	5AT	G	154	230
CLS-Class						
CLS350	P6,580,000	3.5	7AT	G	268	350
CLS63 AMG	P12,800,000	5.5	7AT	G	518	700
E-Class						
E300 AMG Sport	P5,680,000	3.0	7AT	G	252	340
E63 AMG	PUR	6.2	7AT	G	518	630
E250 CDI Elegance	P5,380,000	2.2	7AT	D	204	500
GL-Class						
GL350 CDI	P7,980,000	3.0	7AT	D	228	539
GLK-Class						
GLK 200 CDI	P4,480,000	2.1	7AT	D	140	350
GLK300 Sport	P4,480,000	3.0	7AT	G	228	300
M-Class						
ML350 CDI Sport	P5,980,000	3.0	7AT	D	228	539
R-Class						
R350 Sport	P5,880,000	3.5	7AT	G	268	350
S-Class						
S350LWB	P9,200,000	3.5	7AT	G	268	350
S400 Hybrid	PUR	3.5	7AT	G	295	385
S500 LWB	P11,300,000	5.5	7AT	G	383	530
SL-Class						
SL63 AMG	P18,500,000	5.5	7AT	G	530	800
SLK-Class						
SLK200	P4,350,000	1.8	7AT	G	181	270
SLK350	P5,350,000	3.5	7AT	G	302	370
SLS-Class						
SLS AMG	P18,500,000	6.2	7DCT	G	563	649
MINI						
Cabriolet						
Cooper Cabrio	P2,457,000	1.6	6AT	G	120	160
Cooper S Cabrio	P3,100,000	1.6	6AT	G	175	240
Countryman						
Countryman	P2,550,000	1.6	6AT	G	121	160
Countryman S	P3,050,000	1.6	6AT	G	181	240
Countryman S ALL4	P3,300,000	1.6	6AT	G	181	240
Countryman JCW	P3,900,000	1.6	6AT	G	208	260
Clubman						
1.6L	P2,200,000	1.6	6AT	G	121	160
1.6L S	P2,750,000	1.6	6AT	G	181	240
Coupe						
Coupe	P2,650,000	1.6	6AT	G	121	260
Coupe S	P2,950,000	1.6	6AT	G	181	240
Coupe JC Works	P3,600,000	1.6	6MT	G	208	260
Hatch						
Cooper (3-door)	P2,200,000	1.5	6AT	G	136	220
Cooper S (3-door)	P2,700,000	2.0	6AT	G	192	280
Cooper (5-door)	P2,300,000	1.5	6AT	G	136	220
Cooper S (5-door)	P2,800,000	2.0	6AT	G	192	280
Paceman						
Paceman	P2,600,000	1.6	6AT	G	121	160
Paceman S	P3,100,000	1.6	6AT	G	181	240
Paceman JCW ALL4	P3,990,000	1.6	6MT	G	208	260
Roadster						
Roadster	P2,850,000	1.6	6AT	G	121	160
Roadster S	P3,150,000	1.6	6AT	G	181	240
Roadster JC Works	P3,800,000	1.6	6MT	G	208	208
MITSUBISHI						
Adventure						
TX	P680,000	2.5	5MT	D	74	149
GX	P725,000	2.5	5MT	D	74	149
GLX	P860,000	2.5	5MT	D	74	149
GLS	P920,000	2.5	5MT	D	74	149
Super Sport	P970,000	2.5	5MT	D	74	149
ASX						
GLS	P1,148,000	2.0	CVT	G	148	197
GSR	P1,248,000	2.0	CVT	G	148	197
L300						
FB Deluxe	P719,000	2.5	5MT	D	70	140
FB Exceed	P744,000	2.5	5MT	D	70	140
Lancer						
EX GLX 1.6 MT	P840,000	1.6	5MT	G	115	154
EX GLX 1.6 AT	P870,000	1.6	4AT	G	115	154
EX MX 1.6 AT	P930,000	1.6	4T	G	115	154
EX GT-A	P1,195,000	2.0	CVT	G	153	199
Mirage						
GLX MT	P523,000	1.2	5MT	G	77	100
GLX CVT	P573,000	1.2	CVT	G	77	100
GLS MT	P623,000	1.2	5MT	G	77	100
GLS CVT	P673,000	1.2	CVT	G	77	100

MODEL	PRICE	DISPLACEMENT (L)	TRANSMISSION	FUEL	POWER (hp)	TORQUE (Nm)
Mirage G4						
GLX MT	P593,000	1.2	5MT	G	77	100
GLX CVT	P643,000	1.2	CVT	G	77	100
GLS MT	P693,000	1.2	5MT	G	77	100
GLS CVT	P743,000	1.2	CVT	G	77	100
Montero Sport						
3.0 GLS 4x2	P1,328,000	3.0	5AT	G	195	278
2.5 GLX 4x2 MT	P1,218,000	2.5	5MT	D	176	400
2.5 GLX 4x2 AT	P1,318,000	2.5	5AT	D	176	350
2.5 GLS V 4x2 AT	P1,478,000	2.5	5AT	D	176	350
2.5 GLS V 4x4 MT	P1,568,000	2.5	5MT	D	176	400
2.5 GTV 4x4 AT	P1,768,000	2.5	5AT	D	176	350
Pajero						
3.8 MIVEC	P2,500,000	3.8	5AT	G	247	329
3.2 Di-D	P2,700,000	3.2	5AT	D	163	373
Strada						
GL 4x2	P950,000	2.5	5MT	D	134	314
GLX 4x2	P1,058,000	2.5	5MT	D	134	314
GL 4x4	P1,125,000	2.5	5MT	D	134	314
GLX V 4x2 AT	P1,158,000	2.5	5AT	D	176	350
GLS V 4x4 MT	P1,320,000	2.5	5MT	D	176	350
GLS Sport V 4x4 AT	P1,440,000	2.5	5AT	D	176	350

NISSAN**Almera**

1.5 Base MT	P710,000	1.5	5MT	G	98	134
1.5 Base AT	P760,000	1.5	4AT	G	98	134
1.5 Mid AT	P830,000	1.5	4AT	G	98	134

Altima

2.5 SV	P1,650,000	2.5	CVT	G	178	243
3.5 SL	P2,030,000	3.5	CVT	G	266	340

Grand Livina

XL Elite	P928,000	1.8	6MT	G	124	174
XR Luxury	P978,000	1.8	4AT	G	124	174
XV Elegance	P1,008,000	1.8	4AT	G	124	174

Murano

Murano Z51	P2,398,000	3.5	CVT	G	252	336
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Navara (NP300)

2.5L 4x2	P898,000	2.5	6MT	D	163	403
2.5L 4x2 Calibre	P938,000	2.5	6MT	D	163	403
2.5L 4x2 EL Calibre	P1,038,000	2.5	6MT	D	163	403
2.5L 4x2 EL Calibre	P1,108,000	2.5	7AT	D	163	403
2.5L 4x4 EL	P1,256,000	2.5	6MT	D	163	403
2.5L 4x4 VL	P1,421,000	2.5	6MT	D	190	450
2.5L 4x4 VL	P1,490,000	2.5	7AT	D	190	450

Patrol

Super Safari	P2,795,000	3.0	4AT	D	158	354
Royale	P4,995,000	5.6	5AT	G	317	526

Sylphy

1.6 MT	P812,000	1.6	5MT	G	114	154
1.6 CVT	P915,000	1.6	CVT	G	114	154
1.8 CVT	P998,000	1.8	CVT	G	129	174

NV350 Urvan

Shuttle (15-str)	P1,183,000	2.5	5MT	D	161	403
VX (18-str)	P1,196,000	2.5	5MT	D	161	403
2.5 Closed Van	P1,177,000	2.5	5MT	D	161	403

X-Trail

2.0 2WD (CVT)	P1,375,000	2.0	CVT	G	144	200
2.5 4WD CVT	P1,550,000	2.5	CVT	G	171	233

PEUGEOT**208**

1.6 GTI THP	P1,950,000	1.6	6AT	G	200	275
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508

1.6 eHdi Active	P1,895,000	1.6	6AT	D	115	240
1.6 eHdi Allure	P2,050,000	1.6	6AT	D	115	240
2.0 eHdi Allure	P2,150,000	2.0	6AT	D	163	340
2.2 GT HDi	P2,550,000	2.2	6AT	D	204	338

3008

1.6 eHdi Active	P1,495,000	1.6	6AT	D	112	270
1.6 eHdi Allure	P1,750,000	1.6	6AT	D	112	270
2.0 HDi Allure	P2,150,000	2.0	6AT	D	163	340

5008

1.6 eHdi Active	P1,695,000	1.6	6AT	D	112	240
1.6 eHdi Allure	P1,795,000	1.6	6AT	D	112	240
2.0 HDi Allure	P2,300,000	2.0	6AT	D	163	340

RCZ

1.6 THP	P2,850,000	1.6	6AT	G	156	240
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Expert Tepee

2.0 HDi	P2,200,000	2.0	6AT	D	163	340
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PORSCHE**Boxster**

Boxster	P5,550,000	2.9	7AT	G	261	280
Boxster S	P6,750,000	3.4	7AT	G	311	360



MODEL	PRICE	DISPLACEMENT (L)	TRANSMISSION	FUEL	POWER (hp)	TORQUE (Nm)
911						
Carrera	PUR	3.4	7AT	G	345	390
Carrera Cabriolet	PUR	3.4	7AT	G	345	390
Carrera S	PUR	3.8	7AT	G	394	440
Carrera S Cabriolet	PUR	3.8	7AT	G	394	440
Carrera 4	P9,150,000	3.6	7AT	G	341	390
Carrera 4 Cabriolet	P9,950,000	3.6	7AT	G	341	390
Carrera 4S	PUR	3.8	7AT	G	380	420
Carrera 4S Cabriolet	PUR	3.8	7AT	G	380	420
Carrera GTS	P9,950,000	3.8	7AT	G	402	420
Carrera GTS Cabriolet	PUR	3.8	7AT	G	402	420
Carrera 4 GTS	PUR	3.8	7AT	G	402	420
Carrera 4 GTS Cabriolet	PUR	3.8	7AT	G	402	420
Targa 4	P9,750,000	3.6	7AT	G	341	390
Targa 4S	P10,350,000	3.8	7AT	G	380	420
Turbo	P12,800,000	3.8	7AT	G	493	650
Turbo Cabrio	P12,800,000	3.8	7AT	G	493	650
Turbo S	P13,900,000	3.8	7AT	G	523	700
Turbo S Cabrio	P13,900,000	3.8	7AT	G	523	700
GT3 RS4.0	PUR	4.0	6MT	G	493	460

Cayenne

Cayenne Diesel	P7,350,000	3.0	8AT	D	241	550
Cayenne	P6,850,000	3.6	8AT	G	295	400
Cayenne S	PUR	4.8	8AT	G	394	500
Cayenne Turbo	P9,350,000	4.8	8AT	G	493	700

Cayman

Cayman	P6,250,000	2.7	7AT	G	261	300
Cayman S	P6,950,000	3.4	7AT	G	315	370
Cayman R	PUR	3.4	7AT	G	326	370

Macan

Macan	PUR	2.0	7AT	G	237	350
Macan S	PUR	3.0	7AT	G	340	460
Macan Turbo	PUR	3.6	7AT	G	400	550
Macan Diesel	PUR	3.0	7AT	G	245	580

Panamera

Panamera Diesel	P7,600,000	3.0	8AT	D	247	550
Panamera	P7,950,000	3.6	7MT	G	295	400
Panamera S	P9,900,000	4.8	7MT	G	394	500
Panamera 4	PUR	3.6	7MT	G	295	400
Panamera 4S	PUR	4.8	7MT	G	394	500
Panamera GTS	PUR	4.8	7MT	G	424	520
Panamera Turbo	P12,900,000	4.8	7MT	G	493	700
Panamera Turbo S	PUR	4.8	7MT	G	543	750

SUBARU**BRZ**

2.0 MT	P1,928,000	2.0	6MT	G	197	205
2.0 AT	P1,928,000	2.0	6AT	G	197	205

Forester

2.0i-L	P1,398,000	2.0	CVT	G	148	198
2.0i-Premium	P1,598,000	2.0	6AT	G	148	198
2.0i-XT	P1,868,000	2.0	CVT	G	237	350

Impreza

2.0i MT	P1,128,000	2.0	6MT	G	148	196
2.0i Sport AT	P1,298,000	2.0	CVT	G	148	196

Legacy

2.5i-S	P1,808,000	2.5	CVT	G	173	236
3.6R-S	P2,098,000	3.6	CVT	G	256	350

Outback

Outback 3.6 R	P2,288,000	3.6	5AT	G	256	350
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WRX

2.0 WRX	P1,888,000	2.0	CVT	G	264	350
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WRX STI

Sedan MT	P2,498,000	2.5	6MT	G	296	407
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XV

2.0i	P1,298,000	2.0	CVT	G	148	196
2.0i Premium	P1,478,000	2.0	CVT	G	148	196

SUZUKI**Alto**

800 Standard	P388,000	0.8	5MT	G	47	62
800 Deluxe	P438,000	0.8	5MT	G	47	62

APV

1.6 GA	P575,000	1.6	5MT	G	91	127
Type II GLX MT	P745,000	1.6	5MT	G	91	127
Type II SGX AT	P820,000	1.6	4AT	G	91	127

Celerio

Celerio GA MT	P498,000	1.0	5MT	G	68	90
Celerio GL AT	P579,000	1.0	4AT	G	68	90

Ertiga

GA MT	P619,000	1.4	5MT	G	95	130
GL MT	P712,000	1.4	5MT	G	95	130
GL AT	P752,000	1.4	4AT	G	95	130
GLX	P812,000	1.4	4AT	G	95	130

Grand Vitara

2.4 Grand Vitara	P1,160,000	2.4	4AT	G	165	225
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MODEL	PRICE	DISPLACEMENT (L)	TRANSMISSION	FUEL	POWER (hp)	TORQUE (Nm)
SUZUKI						
Jimny						
JX	P738,000	1.3	5MT	G	81	110
JLX MT	P790,000	1.3	5MT	G	81	110
JLX AT	P845,000	1.3	4AT	G	81	110
Kizashi						
2.4 Kizashi	P1,348,000	2.4	CVT	G	180	230
Swift						
1.2 Swift MT	P608,000	1.2	5MT	G	87	114
1.2 Swift AT	P648,000	1.2	4AT	G	87	114
1.4 Swift MT	P749,000	1.4	5MT	G	94	130
1.4 Swift AT	P789,000	1.4	4AT	G	94	130
Swift Dzire						
Swift Dzire MT	P568,000	1.2	5MT	G	86	114
Swift Dzire AT	P698,000	1.2	4AT	G	86	114
SX4						
Crossover	P899,000	1.6	4AT	G	110	150
TATA						
Indica						
1.4 DLX	P545,000	1.4	5MT	D	69	135
Indigo						
1.4 DLE	P525,000	1.4	5MT	D	69	135
Manza						
Manza	P600,000	1.4	5MT	G	89	116
1.3 Aura	P738,000	1.3	5MT	D	89	200
Vista						
Vista	P565,000	1.4	5MT	G	74	113
1.3 Ignis	P678,000	1.3	5MT	D	74	190
Xenon						
4x2 DLS	P805,000	2.2	5MT	D	138	320
4x4 DLE	P1,125,000	2.2	5MT	D	140	320
TOYOTA						
86						
2.0 MT	P1,636,000	2.0	6MT	G	197	205
2.0 AT	P1,736,000	2.0	6AT	G	197	205
Aero 2.0 MT	P1,846,000	2.0	6MT	G	197	205
Aero 2.0 AT	P1,946,000	2.0	6AT	G	197	205
Alphard						
3.5L AT	P3,277,000	3.5	6AT	G	275	340
Avanza						
1.3 J (5-str)	P639,000	1.3	5MT	G	90	117
1.3 E MT	P717,000	1.3	5MT	G	90	117
1.3 E AT	P757,000	1.3	4AT	G	90	117
1.5 G MT	P837,000	1.5	5MT	G	102	136
1.5 G AT	P877,000	1.5	4AT	G	102	136
Camry						
2.5 G	P1,511,000	2.5	6AT	G	176	231
2.5 S	P1,645,000	2.5	6AT	G	178	231
2.5 V	P1,745,000	2.5	6AT	G	176	231
3.5 Q	P2,128,000	3.5	6AT	G	277	346
Corolla Altis						
1.6 E	P850,000	1.6	6MT	G	120	154
1.6 G MT	P893,000	1.6	6MT	G	120	154
1.6 G AT	P949,000	1.6	CVT	G	120	154
1.6 V	P1,013,000	1.6	CVT	G	120	154
2.0 V	P1,215,000	2.0	CVT	G	143	187
FJ Cruiser						
4.0 V6	P1,798,000	4.0	5AT	G	268	380
Fortuner						
2.7 G 4x2	P1,292,000	2.7	4AT	G	158	241
2.5 G 4x2 MT	P1,315,000	2.5	5MT	D	142	343
2.5 G 4x2 AT	P1,385,000	2.5	4AT	D	142	343
2.5 V 4x2	P1,555,000	2.5	4AT	D	142	343
3.0 V 4x4	P1,870,000	3.0	4AT	D	161	343
HiAce						
2.5 Commuter	P1,262,000	2.5	5MT	D	101	260
2.5 Grandia MT	P1,590,000	2.5	5MT	D	101	260
2.5 Grand AT	P1,655,000	2.5	4MT	D	101	260
Super Grandia Fabric	P1,855,000	2.5	4AT	D	101	260
Super Grandia Leather	P2,010,000	2.5	4AT	D	101	260
Hilux						
2.5 J 4x2	P865,000	2.5	5MT	D	101	200
2.5 E 4x2	P994,000	2.5	5MT	D	142	343
2.5 G MT 4x2	P1,175,000	2.5	5MT	D	142	343
2.5 G AT 4x2	P1,229,000	2.5	5MT	D	142	343
TRD MT	P1,238,000	2.5	5MT	D	142	343
3.0 G MT 4x4	P1,481,000	3.0	5MT	D	161	343
3.0 G AT 4x4	P1,535,000	3.0	4AT	D	161	343
Innova						
2.0 J	P842,000	2.0	5MT	G	134	182
2.0 E MT	P957,000	2.0	5MT	G	134	182
2.0 E AT	P1,022,000	2.0	4AT	G	134	182
2.0 G MT	P1,068,000	2.0	5MT	G	134	182
2.0 G AT	P1,133,000	2.0	4AT	G	134	182



MODEL	PRICE	DISPLACEMENT (L)	TRANSMISSION	FUEL	POWER (hp)	TORQUE (Nm)
Innova						
2.0 V	P1,221,000	2.0	4AT	G	134	182
2.5 J	P897,000	2.5	5MT	D	101	200
2.5 E MT	P1,012,000	2.5	5MT	D	101	200
2.5 E AT	P1,077,000	2.5	4AT	D	101	200
2.5 G MT	P1,123,000	2.5	5MT	D	101	200
2.5 G AT	P1,193,000	2.5	4AT	D	101	200
2.5 V	P1,276,000	2.5	4AT	D	101	200
Land Cruiser						
4.0 Prado VX	P2,972,000	4.0	5AT	G	275	385
3.0 Prado VX MT	P3,757,000	3.0	6MT	D	163	410
3.0 Prado VX AT	P3,857,000	3.0	5AT	D	163	410
LC200	P4,372,000	4.5	6AT	D	282	650
Previa						
Previa 2.4	P2,453,000	2.4	4AT	G	170	224
Previa 2.4Q	P2,580,000	2.4	4AT	G	170	224
Prius						
Prius	P2,250,000	1.8	CVT	G	134	142
Prius C						
Prius C	P1,537,000	1.4	CVT	G	98	111
Prius C (full option)	P1,587,000	1.4	CVT	G	98	111
RAV4						
2.5 4x2 AT	P1,367,000	2.5	6AT	G	174	233
2.5 4x2 G (full option)	P1,591,000	2.5	6AT	G	174	233
2.5 4x2 V (full option)	P1,704,000	2.5	6AT	G	174	233
2.5 4x4	P1,983,000	2.5	6AT	G	174	233
Vios						
1.3 Base MT	P592,000	1.3	5MT	G	85	122
1.3 J MT	P630,000	1.3	5MT	G	85	122
1.3 E MT	P743,000	1.3	5MT	G	85	122
1.3 E AT	P778,000	1.3	4AT	G	85	122
1.5 G MT	P845,000	1.5	5AT	G	108	141
1.5 G AT	P880,000	1.5	4AT	G	108	141
TRD 1.5 AT	P958,000	1.5	4AT	G	108	141
Wigo						
1.0 E MT	P468,000	1.0	5MT	G	64	85
1.0 G MT	P521,000	1.0	5MT	G	64	85
1.0 G AT	P556,000	1.0	4AT	G	64	85
Yaris						
1.3 E MT	P736,000	1.3	5MT	G	106	141
1.3 E AT	P771,000	1.3	4AT	G	106	141
1.3 G AT	P861,000	1.5	4AT	G	106	141
VOLKSWAGEN						
Beetle						
1.2 TSI MT	P1,590,000	1.2	6MT	G	105	175
1.4 TSI DSG	P1,790,000	1.4	7AT	G	160	240
Golf GTI						
2.0 TSI	P2,290,000	2.0	6AT	G	217	350
Jetta						
2.0 TDI	1,295,000	2.0	5MT	D	108	280
Polo						
Hatchback 1.6 MPI AT	P950,000	1.6	6AT	G	103	153
Sedan 1.6 TDI MT	P950,000	1.6	6MT	D	104	250
Touran						
1.2 STI	P1,454,000	1.2	6MT	G	104	175
2.0 TDI	P1,775,000	2.0	7AT	D	108	280
Triguan						
2.0 Trendline TDI	P2,109,000	2.0	6AT	D	138	320
1.4 TSI MT	P1,740,000	1.4	6MT	G	120	200
Touareg						
3.0 TDI V6	P4,290,000	3.0	8AT	D	242	550
VOLVO						
C30						
2.0L	P2,045,000	2.0	6AT	G	145	185
S40						
2.0L	P2,095,000	2.0	6AT	G	145	185
S60						
1.6 T4	P2,795,000	1.6	6AT	G	180	240
3.0 T6	P3,795,000	3.0	6AT	G	304	440
2.0 D4 Diesel	P3,095,000	2.0	6AT	D	163	400
S80						
2.0 T5	P4,145,000	2.0	6AT	G	240	320
V40						
1.6 T4	P2,288,888	1.6	6AT	G	180	240
2.0 T5 Cross Country	P2,695,000	2.0	6AT	G	213	300
2.0 D4 Cross Country	P2,795,000	2.0	6AT	D	177	400
V60						
2.0 T5	P3,095,000	2.0	6AT	G	240	320
XC60						
2.0 T5	P3,545,000	2.0	6AT	D	240	320
3.0 T6	P4,295,000	3.0	6AT	G	304	440
D5	P3,895,000	2.4	6AT	D	215	440
XC90						
D5	P4,995,000	2.4	6AT	D	200	420



Share the road movement

Share the road is a worldwide movement to promote a sustainable transport-sharing system. Simply put, the goal is to have all kinds of transportation cohabit and coexist peacefully. Efforts include, but are not limited to, bike lanes and car-free roads on the weekends.

It really is a nice thought. Not only would you reduce pollution with lessened carbon emissions, you get to avoid traffic as well. The question that begs to be asked though is how feasible the whole movement is for Manila.

Problem of implementation

Some locales like Marikina have adopted bike lanes throughout the city, but you're still faced with the problem of implementation. You could be riding your bike and before you know it, you're eating asphalt because a car or a tricycle is parked in the bike lane.

The innermost lane of the Elliptical Road surrounding the Quezon City Circle is reserved for bikes but is full of zigzagging cars, especially during rush hour. I find that if it's not the weekend, bike lanes are practically nonexistent.

SHARING IS CARING

BECAUSE THE ROAD BEST TRAVELED IS ONE THAT IS SHARED

Manila

is infamous for having unsafe and dangerous roads, whether you're a driver, a passenger, or even a pedestrian. Renegade bus drivers, motorcycles darting in and out from nowhere, and incidents of road rage have become the norm. It's far from an ideal scenario, but it's a reality that's just been accepted. With the resurgence of biking as an alternative means of transportation, however, there's a call for things to change. There's a call to share the road.

RON CRUZ



One of the most recent attempts at implementing the share the road ideal was the plan to close half of EDSA on a Sunday to cater to bikers. The idea was met well but it wasn't that well thought out and so was scrapped eventually.

I really hope they polish the idea up a bit and push through with it as it is a nice measurement on how ready Filipinos are to the idea of biking along major thoroughfares. I would like the opportunity to bike the whole length of EDSA without fearing for my life. Maybe, someday.

Yes, UP can

Looking at the brighter side, the model for implementation is the University of the Philippines. During weekdays, one lane of the so-called academic oval is reserved for bikers and joggers while on the weekends, it is completely closed to traffic.

It works because all people concerned follow the rules. The bikers stick to their respective lane while motorists stick to theirs. There aren't even traffic marshals to make sure everyone does so. They just do. Both parties are able to coexist and everybody's happy.

Two-way street

Sharing the road, however, is a two-way street. Bikers are almost always made out to be the victim, but it isn't always the case. Some accidents can be attributed to bikers not following the rules of the road. It could be as grave as running a red light or as commonplace as not signaling a turn.

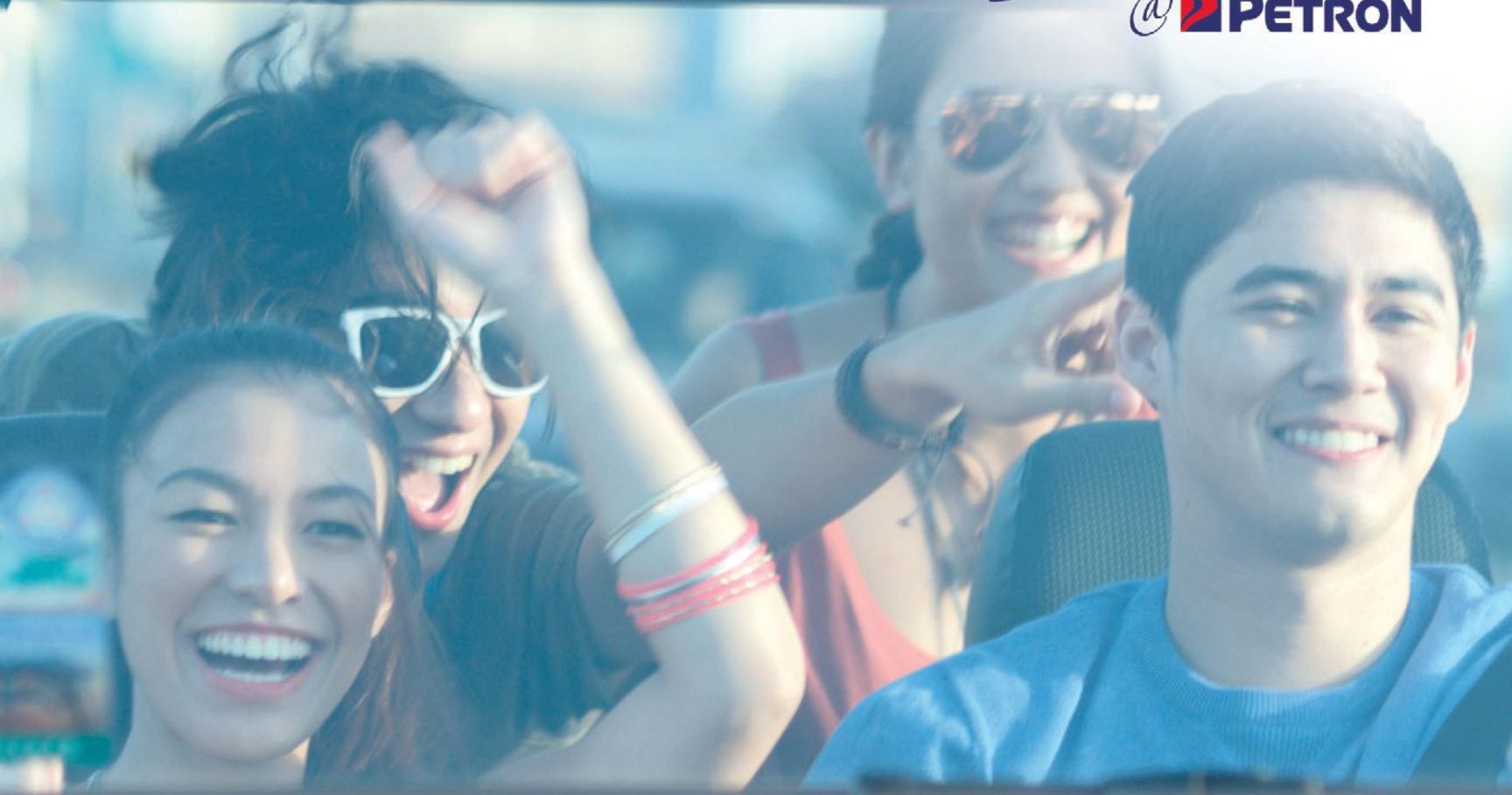
But bikers aren't immune from abiding by the law. Weaving in and out of traffic with no regard for safety, both for your own and other motorists, is dangerous and unfair. You can't have your cake and eat somebody else's, too.

Long and winding road ahead

The share the road movement has a long and arduous journey ahead of it as far as the urban jungle of Manila is concerned. Pedestrian lanes are clogged with vendors, bad drivers constantly push you to the edge of the road, and suitable bike parking spots are few and far between.

But amid all this negativity, there is a silver lining. More and more bikes are used on a daily basis nowadays, showing people that yes, it can be done and it isn't a death sentence. All we need is to open the eyes of the public and then maybe, just maybe, we can really share the road for all.

Best Day 
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